



**Australian Government**  
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# Mitigation Modelling of the Leeuwin Class Hydrographic Sonars in Shoalwater Bay

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## **ABSTRACT**

Shoalwater Bay is an important training area for the Royal Australian Navy. To conduct operations in Shoalwater Bay in an environmentally sensitive manner Navy use mitigation strategies during any training exercises. One such mitigation strategy is to have established stand-off ranges, and to cease operations when a marine mammal is within these ranges. This document describes an improved determination of these stand-off ranges based on the effect of acoustic energy emanating from the Leeuwin class hydrographic ship sonars. Modelling methods used and the mitigation ranges calculated are shown.

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## Executive Summary

The ability to conduct training exercises in Shoalwater Bay is an important requirement for the Royal Australian Navy, but Shoalwater Bay is also part of the highly significant Great Barrier Reef Marine Park. To enable the Navy to conduct exercises in Shoalwater Bay in an environmentally sensitive manner, a number of mitigation strategies have been implemented. One strategy in relation to sonars on Leeuwin class hydrographic vessels is to use a stand-off range and to cease sonar transmissions when a marine mammal is within this mitigation range. The RAN Environment Manager requested DSTO to conduct acoustic modelling of the Leeuwin class hydrographic ship sonars in the Shoalwater Bay region to confirm suitable mitigation ranges. This document shows the results from the acoustic modelling.

The Leeuwin class hydrographic ships have a number of different sonars designed for specific operations. The welfare of dolphins and dugongs is the main concern in Shoalwater Bay in reference to hydrographic sonar frequencies. Modelling therefore considered all sonars capable of radiating signals within the auditory frequency range of dolphins, 1 to 150 kHz, and dugongs, 1 to 8 kHz. Sonar operations at frequencies above 200 kHz were not considered since the effects on dolphins and dugongs were assumed inconsequential. The sonar with the lowest operating frequency of 12 kHz (Atlas DESO 25 single beam echo sounder) emits signals above what is believed to be the dugong auditory range, but for the present purposes of arriving at conservative mitigation range estimates, the dugong auditory range was assumed to extend to this frequency.

The acoustic modelling was done using a gaussian beam model called SCAT-RD. This modelling included a number of different environments typical of the Shoalwater Bay region throughout the year. Seafloor roughness and seagrasses were ignored during the modelling, as these would have reduced the sound levels propagated. All modelling was then carried out on a worse-case basis.

This modelling showed that the required mitigation range was dependent on season, sea state, and location, but these dependencies were specific to sonar type and frequency for each sonar. To avoid overly complicating the mitigation strategies, a single worse-case range was recommended for each type of sonar on the Leeuwin class hydrographic ships in respect to each of dolphins and dugongs.

In the case of the Leeuwin class hydrographic ships operating in the vicinity of dolphins, recommended mitigation ranges are as follows:

1. 2000 yards for the CMAS forward looking sonar.
2. 700 yards for the Fansweep 20 Multibeam Echo Sounder and Klein 2000 Towed Light Weight Side Scan Sonar.
3. 200 yards for the EDO Model 3060 Doppler Velocity Log and Atlas DESO 25 Single Beam Echo Sounder.

In the case of the Leeuwin class hydrographic ships operating in the vicinity of dugongs, the recommended mitigation range is as follows:

4. 200 yards for the Atlas DESO 25 Single Beam Echo Sounder when operating at 12 kHz

## Author



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## Acronyms

|                 |   |
|-----------------|---|
| <b>AGSO</b>     | Australian Geological Survey Organisation<br>(now Geoscience Australia)         |
| <b>AODC</b>     | Australian Oceanographic Data Centre<br>(now Defence Oceanographic Data Centre) |
| <b>CMDR</b>     | Commander, RAN  |
| <b>CSIRO</b>    | Commonwealth Scientific and Industrial Research Organisation                    |
| <b>DOM</b>      | Directorate of Oceanography and Meteorology                                     |
| <b>DSTO</b>     | Defence Science & Technology Organisation                                       |
| <b>FEHSCO</b>   | Fleet Environmental and OHS Coordinating Officer                                |
| <b>kyds</b>     | kilo yards  |
| <b>METOC</b>    | Directorate of Oceanography & Meteorology                                       |
| <b>OH&amp;S</b> | Occupational Health & Safety  |
| <b>RAN</b>      | Royal Australian Navy   |
| <b>SCAT-RD</b>  | Sonar Capability Analysis Tool-Range Dependent                                  |
| <b>SL</b>       | Source Level  |
| <b>SSP</b>      | Sound Speed Profile   |
| <b>TL</b>       | Transmission Loss   |
| <b>WOA</b>      | World Ocean Atlas   |



# 1. Introduction

DSTO was requested by the RAN Environment Manager to perform acoustic modelling of the Leeuwin class hydrographic ship sonars in the area of Shoalwater Bay. The work was performed under NAV 05/043, "Impact of environment on operations".

Shoalwater Bay is an important exercise area for the Navy, but it is also part of the world heritage Great Barrier Reef Marine Park [Lee Long 1997]. The bay contains a significant population of the endangered dugong species [Slater 1996]. The dugong (*Dugong dugon*) population was estimated at around 400 in March 1994 [Marsh 1995]. The auditory range of dugong is estimated at 1 to 8 kHz [URS 2003], so they are at low risk with reference to hydrographic sonar emissions. The Atlas DESO 25 single beam echo sounder however has a low frequency setting at 12 kHz and this was considered in the modelling reported in this document.

The Shoalwater Bay region also contains a number of dolphin species, including bottlenose dolphins (*Tursiops truncatus*), Indo-Pacific humpback dolphins (*Sousa chinensis*), and the Irrawaddy dolphins (*Orcaella brevirostris*) [Marsh 1997]. These dolphins have a hearing sensitivity in the frequency range 1 to 150 kHz [Au 2000]. The received acoustic levels from the Leeuwin class hydrographic ships operating near this frequency range were modelled over various environmental conditions.

The acoustic modelling was done using a gaussian beam ray model, SCAT-RD<sup>1</sup>, to show the expected maximum ranges receiving a sound pressure level over 182 dB and 160 dB throughout Shoalwater Bay. These sound pressure levels of 160 dB and 182 dB were used since they are currently recognised throughout Australia as the threshold for noise disturbance and the threshold for harassment [Polglaze 2003], respectfully.

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<sup>1</sup> SCAT-RD is an in-house front end graphical interface for a gaussian beam model. Enabling a number of transmission loss runs to be automated, thus reducing operator work load.

## 2. Location

Shoalwater Bay is situated in Queensland, Australia, 22° 15' S 149° 45' E. It is a shallow bay containing a number of sand banks and channels. On the seaward side of the bay there are a variety of channels, bay, inlets, and rocky headlands along the coast [Scott 2006]. The SCAT-RD modelling uses climatological databases for sound speed as a function of depth and bathymetry. Other parameters including time of year and wind speed were varied over expected ranges to show how these affected the mitigation ranges required.

### 2.1 Bathymetry

Most of the bay and entrance has a water depth less than 20 m, with only a few deeper sections around the bay entrance (see figure 1). The bathymetry was obtained using a one minute<sup>2</sup> AGSO database [AGSO 2005].

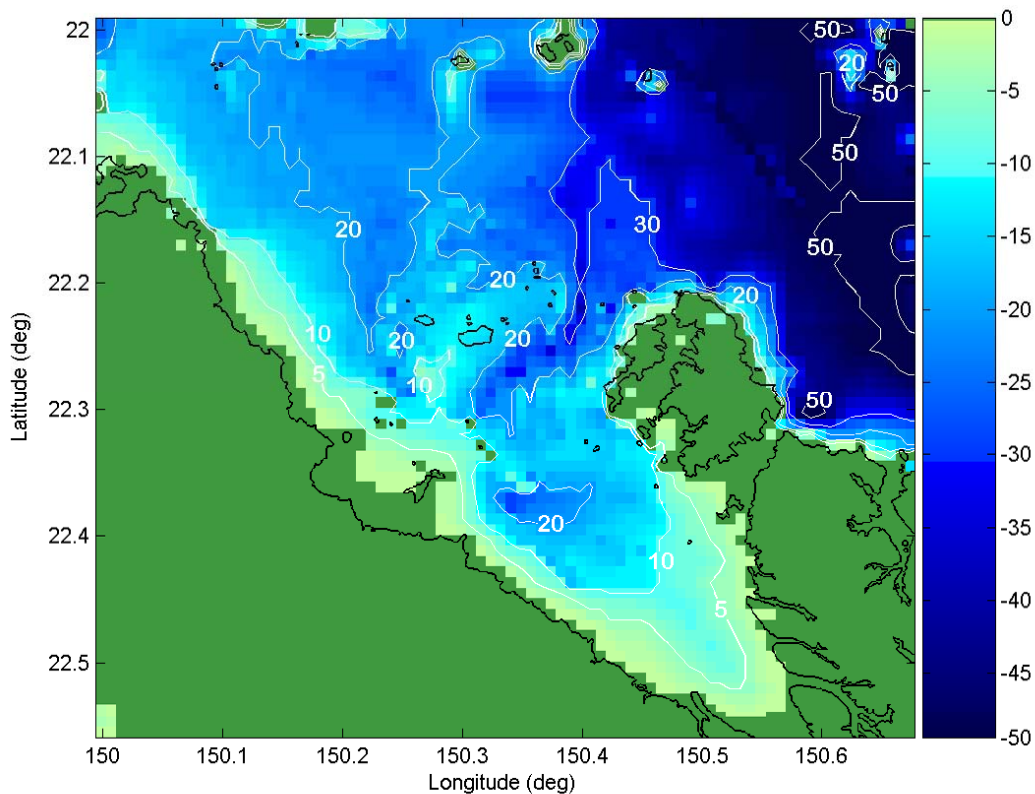


Figure 1: Bathymetry of Shoalwater Bay in metres

<sup>2</sup> One minute is equivalent to 1 nautical mile in the north south direction.

## 2.2 Sediment

In the bay there are ridges of fine to medium sand. Sediments in the channels between the ridges contain a greater proportion of mud. Offshore the sediments are sandy grading to muddy sands in deeper water [Scott 2006]. The sediment varies from terrigenous sand in the bay to carbonate sand near the entrance, see figure 2.

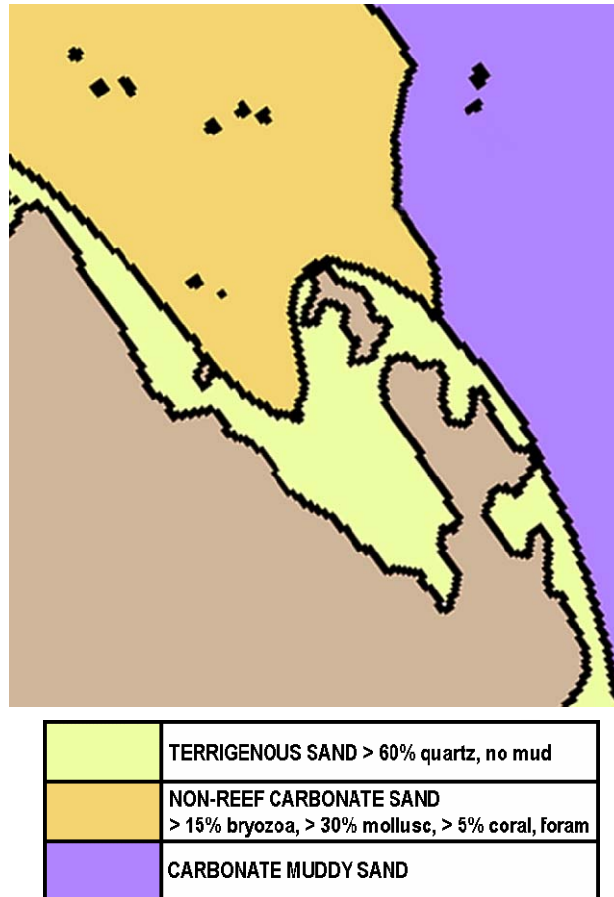


Figure 2: Bottom sediments in Shoalwater Bay. [Maxwell 1970]

Shoalwater Bay contains a few seagrass beds, figure 3. Acoustic modelling of seagrass beds at hydrographic frequencies can be difficult due to the high scattering from seagrass at these frequencies. This scattering would normally reduce the coherent signal produced from hydrographic sonars, thus reducing the required mitigation range. Since the purpose of this study is to establish a worst-case mitigation range, the effects of scattering from sea grass was not included in the acoustic modelling.

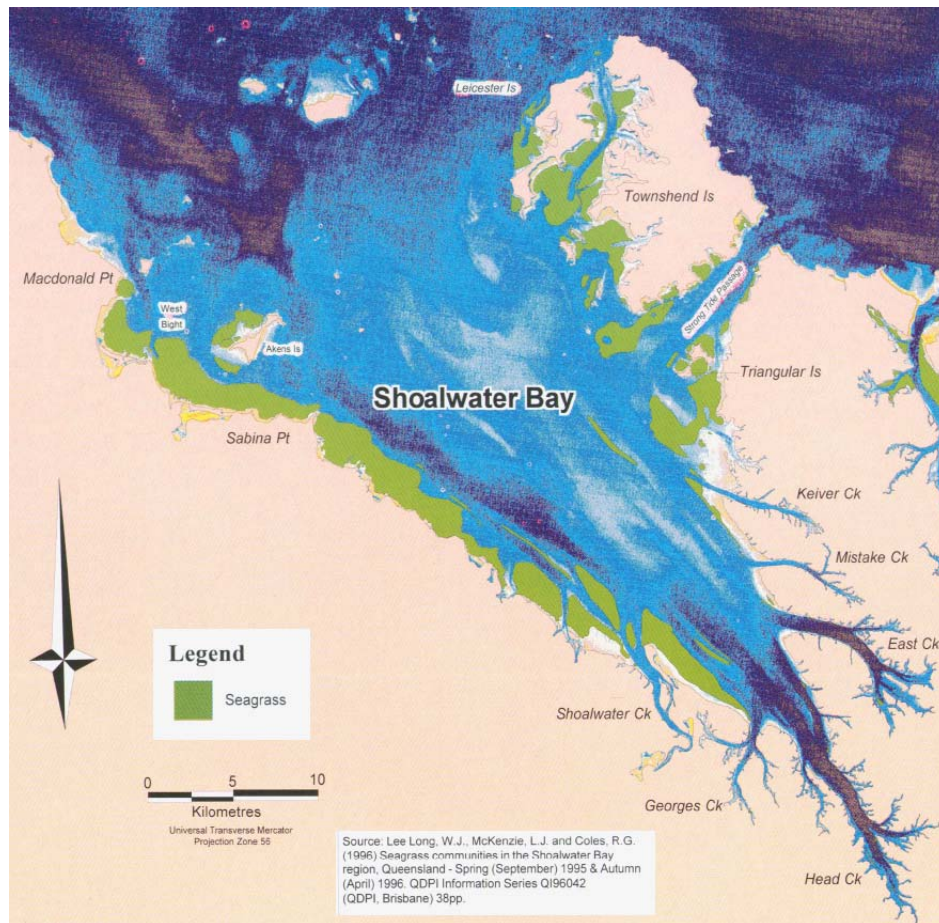


Figure 3: Seagrass distribution around Shoalwater Bay [Lee Long 1997, Part of Map 3]

## 2.3 Sound Speed Profiles

The sound speed in the ocean is a function of the temperature, salinity, and pressure [Urick 1983]. Since temperature and salinity change with time of year and location around the bay, the sound speed profiles in the Shoalwater Bay region will also vary. The spatial variation was modelled using sound speed profiles taken from the world ocean atlas (WOA) 15 min grid. Four different months during the year were modelled (see figures 4 to 7).

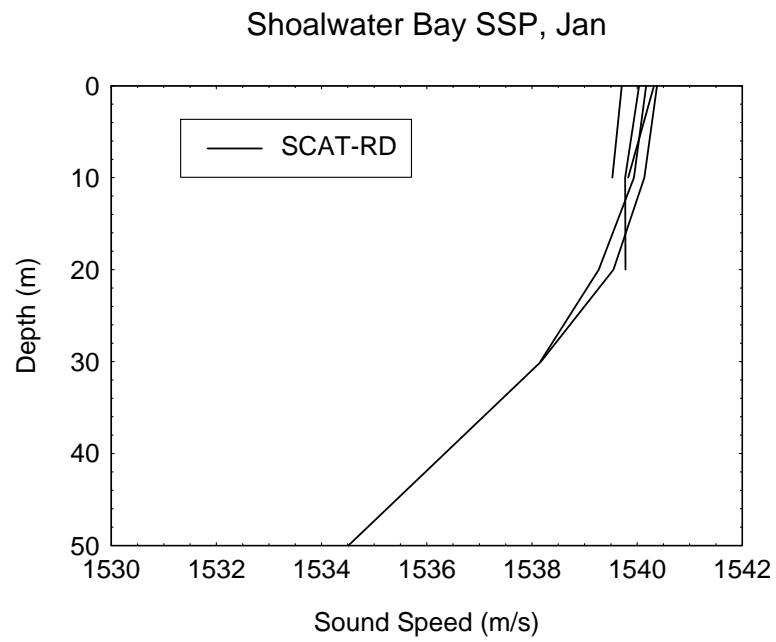


Figure 4: Sound speed profile for January in the Shoalwater Bay region

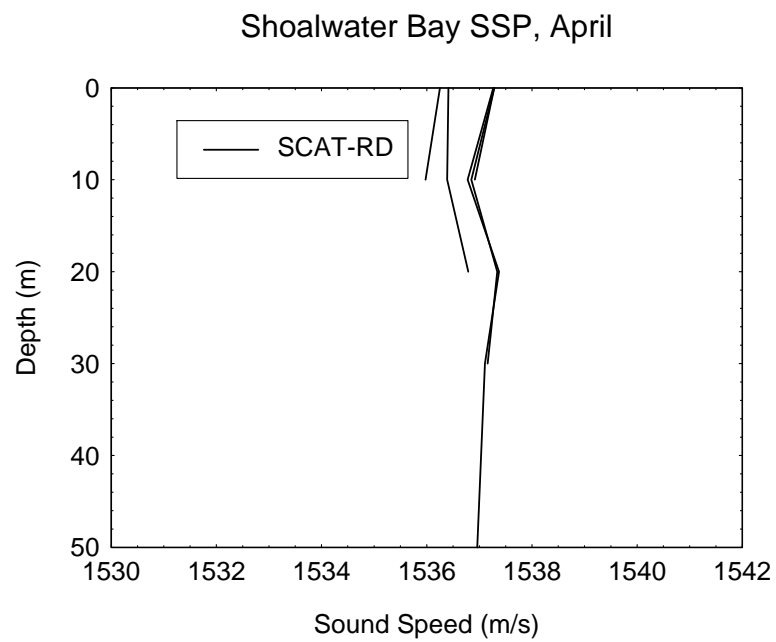


Figure 5: Sound speed profile for April in the Shoalwater Bay region

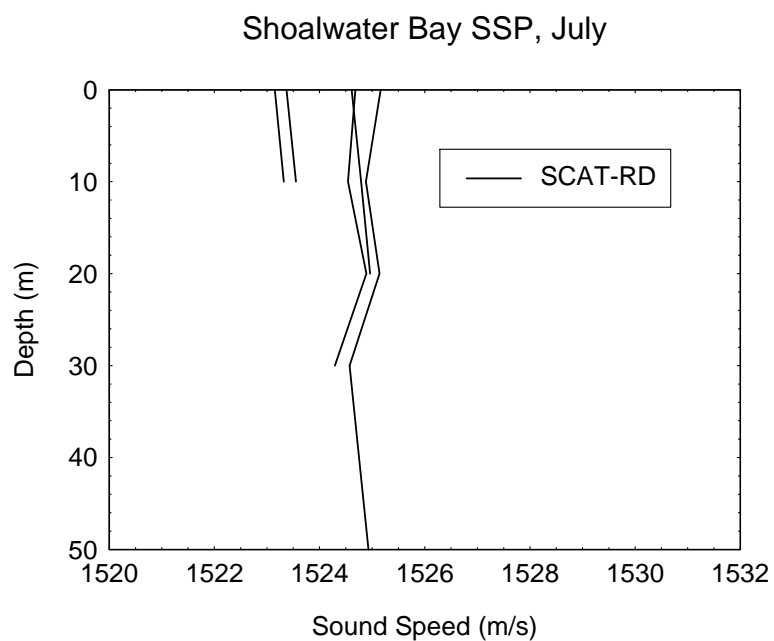


Figure 6: Sound speed profile for July in the Shoalwater Bay region

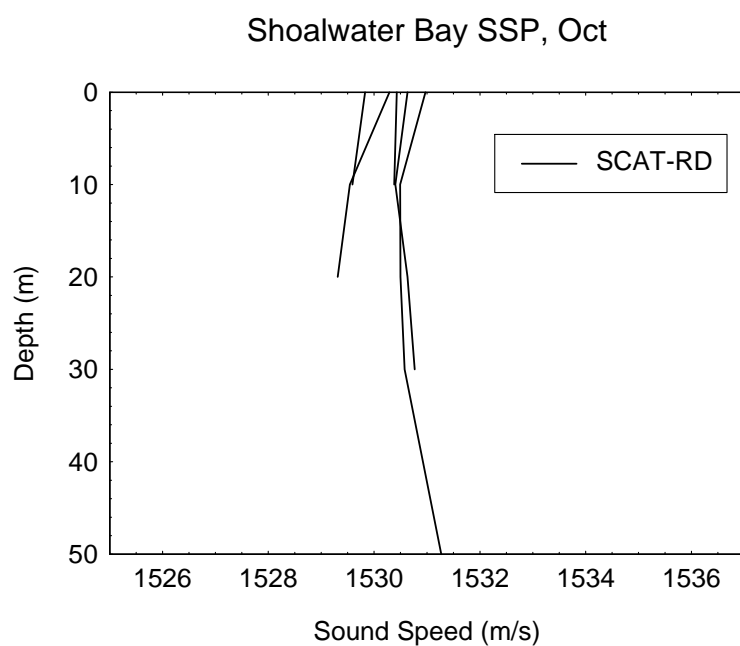


Figure 7: Sound speed profile for October in the Shoalwater Bay region

### 3. Hydrographic Sonar Parameters used for modelling

There are a number of different sonars used on the Leeuwin class hydrographic ships with different source levels, pulse lengths, frequencies, and beam patterns. The different sonars are listed in table 1 and 2. These parameters are not all the available operating options, but were chosen as they give rise to the highest received sound levels.

Table 1: Leeuwin class hydrographic sonar parameters

| Sonar   | Frequency (kHz) | Pulse length | Source Level <sup>3</sup> |
|---|-----------------|--------------|---------------------------|
| Fansweep 20 Multibeam Echo Sounder            | 100             | 120 $\mu$ s  | 227 dB                    |
| Klein 2000 Towed Light Weight Side Scan Sonar | 140             | 107.5 ms     | 228 dB                    |
|   | 500             | 71.5 ms      | 228 dB                    |
| EDO Model 3060 Doppler Velocity Log (DSVL)    | 171             | 100 ms       | 210 dB                    |
| Atlas DESO 25 Single Beam Echo Sounder        | 210             | 2.3 ms       | 203 dB                    |
|   | 33              | 15.5 ms      | 235 dB                    |
|   | 12              | 15.5 ms      | 224 dB                    |
| CMAS Forward Looking Sonar 36/39              | 36              | 150 ms       | 219 dB                    |
|   | 39              | 150 ms       | 219 dB                    |

Table 2: Leeuwin class hydrographic sonar beam patterns (see figure 9 for explanation of angles)

| Sonar   | Frequency (kHz) | Beamwidth (deg) |                          |            |              |
|---|-----------------|-----------------|--------------------------|------------|--------------|
|   |                 | Combined        | Each                     | Horizontal | Vertical     |
| Fansweep 20 Multibeam Echo Sounder            | 100             | 161 x 1.3       | 3.3 x 1.3                |            | Down         |
| Klein 2000 Towed Light Weight Side Scan Sonar | 140             |                 |                          | 1          | 95° to 135°  |
|   | 500             |                 |                          | 0.2        | 95° to 135°  |
| EDO Model 3060 Doppler Velocity Log (DSVL)    | 171             |                 | 4 separate beams at 3.5° | 3.5        | 148° to 152° |
| Atlas DESO 25 Single Beam Echo Sounder        | 210             |                 | 9                        |            | Down         |
|   | 33              |                 | 6 x 8                    |            | Down         |
|   | 12              |                 | 15                       |            | Down         |
| CMAS Forward Looking Sonar 36/39              | 36              |                 |                          | 180        | 87° to 93°   |
|   | 39              |                 |                          | 180        | 87° to 93°   |

<sup>3</sup> The source levels in this table are for a reference range of 1 m, ie. the acoustic sound pressure level received at 1 m from the centre of the transmitter.

The beam pattern and sonar combinations in Table 2 are complex, so some are explained in more detail below:

- The fansweep sonar has a number of beams used to survey the seafloor. Each beam is  $3.3^\circ \times 1.3^\circ$ , but all beams combine to give a  $161^\circ$  wide beam underneath the ship (see figure 8).
- The Klein 2000 towed light weight side scan sonar has two broadside beams, one either side of the tow body.
- The EDO Model 3060 doppler velocity log uses 4 beams in different directions underneath the ship. Each beam is  $3.5^\circ$  wide and transmits at an angle of  $150^\circ$  from the ship.
- In the vertical beamwidth column, "down" refers to a signal which is transmitted vertically down towards the seafloor, making a circle or ellipse on the seafloor.

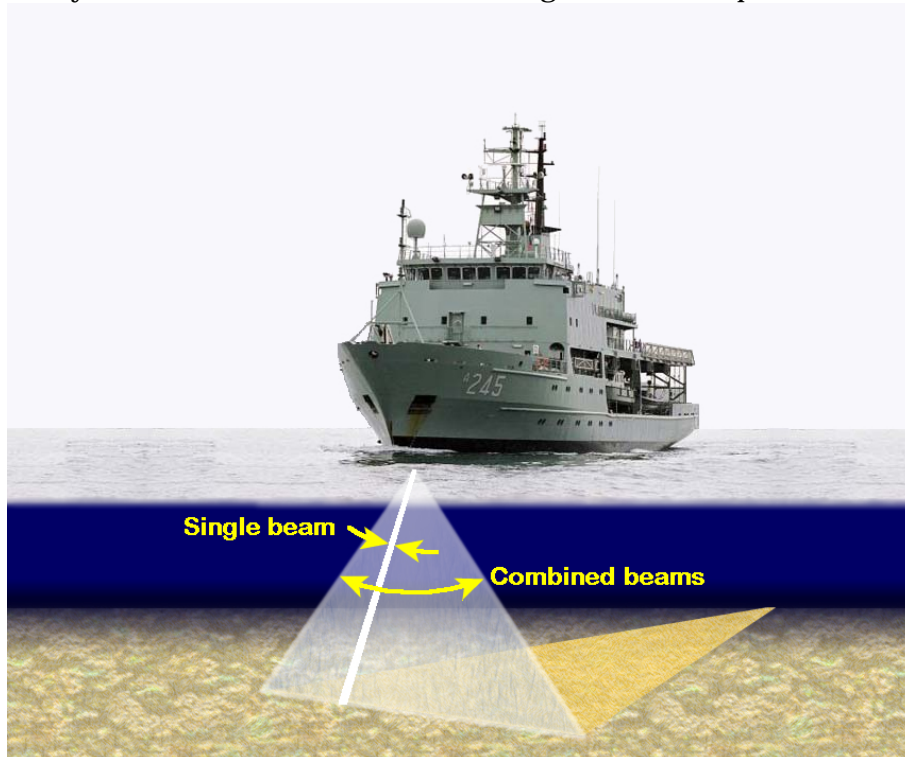


Figure 8: Fansweep multibeam echo sounder, showing the single and combined beams



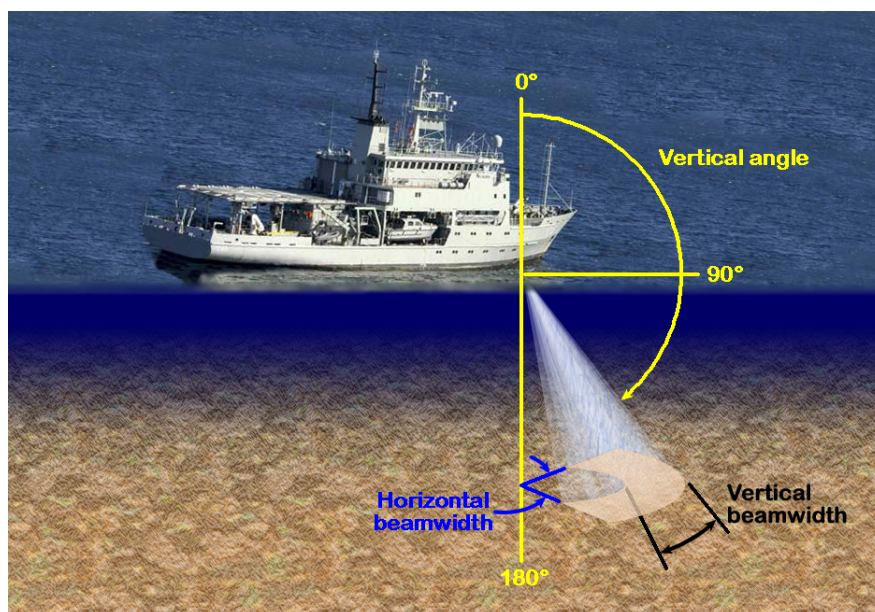


Figure 9: Beamwidth angles used in table 2 and 3. For the case shown, horizontal beamwidth is  $90^\circ$ , vertical beamwidth is  $15^\circ$ , and vertical angle is  $140^\circ$ . Vertical beamwidth could also be described as  $140^\circ$  to  $155^\circ$ .

Table 3 shows the parameters used in the acoustic modelling. Pulse lengths were varied from the original parameters, tables 1 and 2, due to limitations in the SCAT-RD acoustic model. Some beamwidths were also increased to compensate for pitch and roll of the ship or tow body. Any variations were chosen so as to increase the mitigation range and present a worst-case. Signals at frequencies above 200 kHz were not considered. Also, the EDO Model 3060 doppler velocity log was only modelled using hand calculations.

Table 3: Sonar parameters used during the acoustic modelling

| Sonar   | Frequency (kHz) | Pulse length | Beamwidth   |                            | Source Level (dB) |
|---|-----------------|--------------|-------------|----------------------------|-------------------|
|   |                 |              | Horizontal  | Vertical                   |                   |
| Fansweep 20 Multibeam Echo Sounder            | 100             | 100 ms       | $360^\circ$ | $90^\circ$ to $180^\circ$  | 227dB             |
| Klein 2000 Towed Light Weight Side Scan Sonar | 100             | 108 ms       | $1^\circ$   | $90^\circ$ to $140^\circ$  | 228 dB            |
| EDO Model 3060 Doppler Velocity Log (DSVL)    | 171.3           | 100 ms       | $3.5^\circ$ | $148^\circ$ to $152^\circ$ | 210 dB            |
| Atlas DESO 25 Single Beam Echo Sounder        | 33              | 15.5 ms      | $360^\circ$ | $176^\circ$ to $180^\circ$ | 235 dB            |
|   | 12              | 15.5 ms      | $360^\circ$ | $172^\circ$ to $180^\circ$ | 224 dB            |
| Forward Looking Sonar CMAS 36/39              | 36              | 150 ms       | $180^\circ$ | $87^\circ$ to $93^\circ$   | 219 dB            |
|   | 39              | 150 ms       | $180^\circ$ | $87^\circ$ to $93^\circ$   | 219 dB            |

## 4. SCAT-RD Modelling Parameters

Transmission loss calculations were carried out by repeating them at sites on a one minute grid over the bay. At each grid point the TL calculation was done in four directions (north, south, east, and west) to account for spatially dependent depth properties. The modelling used a number of acoustic sub-models, described below, to determine the acoustic attenuation caused by the surface, seafloor, and water volume.

### 4.1 Surface Attenuation

The surface reflection is very dependent on the surface roughness at hydrographic sonar frequencies. The model used in SCAT-RD to describe the surface attenuation per reflection at different wind speeds was created by the Applied Physics Laboratory, University of Washington [Applied Physics Laboratory 1994]. The surface attenuation curves used in SCAT-RD are shown in figures 10 to 14.

The surface attenuation model uses wind speed as the input to calculate the surface loss, but since Shoalwater Bay is a sheltered environment wind speed is not a good variable to estimate surface roughness<sup>4</sup>. Instead this document uses sea state, which correlates well to surface roughness and surface attenuation in a sheltered environment.

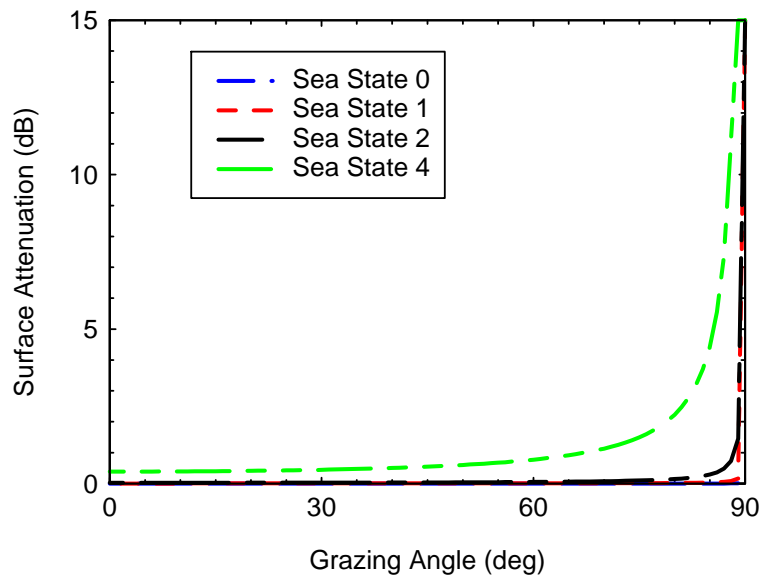


Figure 10: Surface Attenuation vs Grazing Angle for 12 kHz

<sup>4</sup> The correlation between wind speed and surface roughness in SCAT-RD assumes a fully developed sea (ie. the sea will not get any rougher at the current wind speed). To obtain a fully developed sea the wind speed must be constant for a minimum time and flow over a large area of sea surface, called fetch.

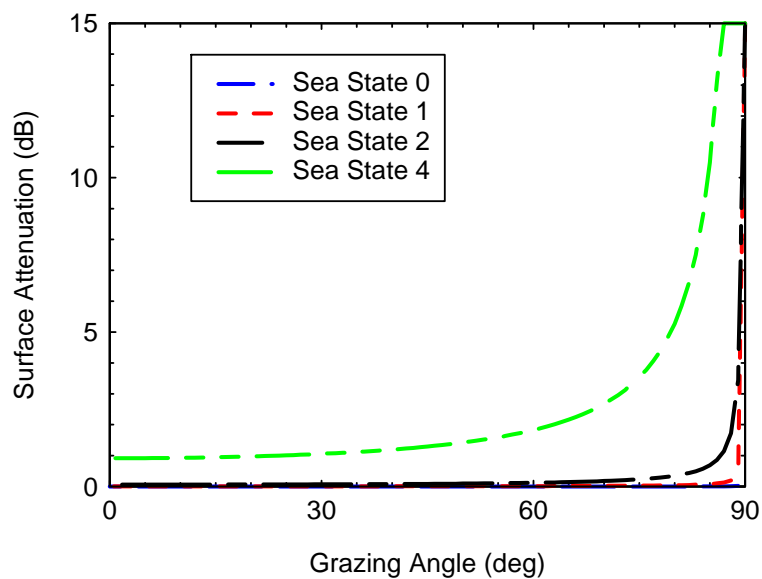


Figure 11: Surface Attenuation vs Grazing Angle for 33 kHz

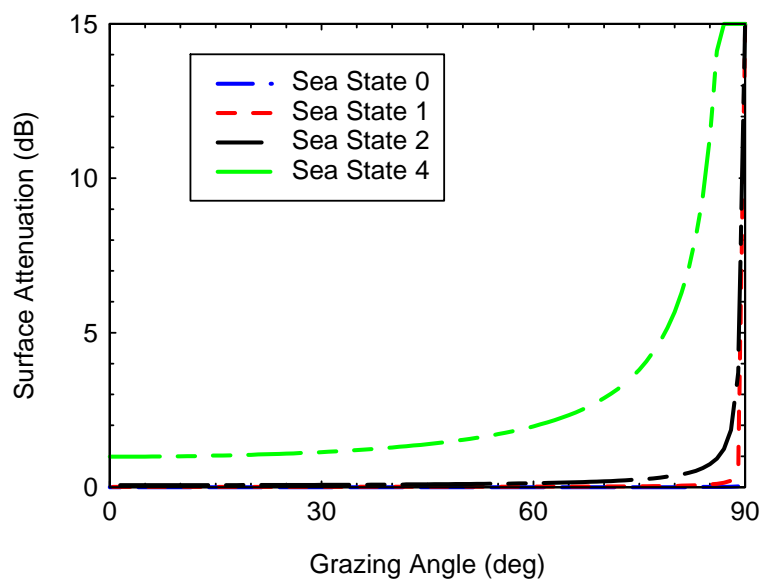


Figure 12: Surface Attenuation vs Grazing Angle for 36 kHz

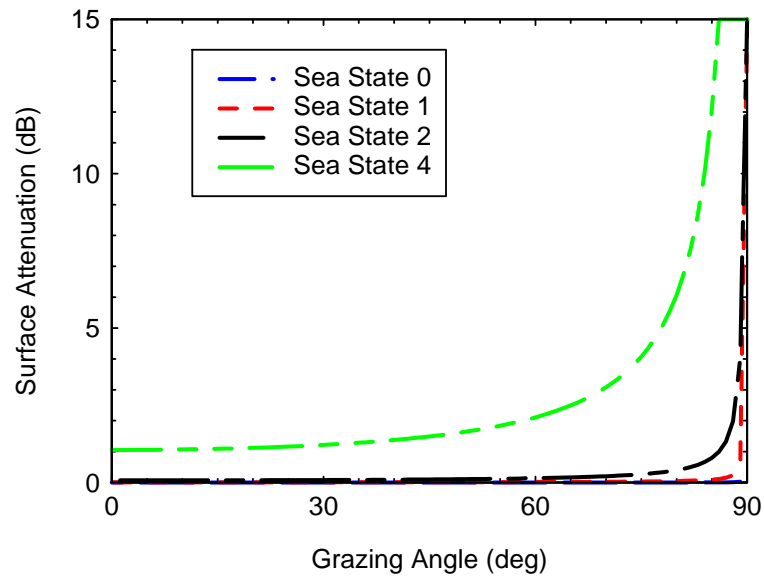


Figure 13: Surface Attenuation vs Grazing Angle for 39 kHz

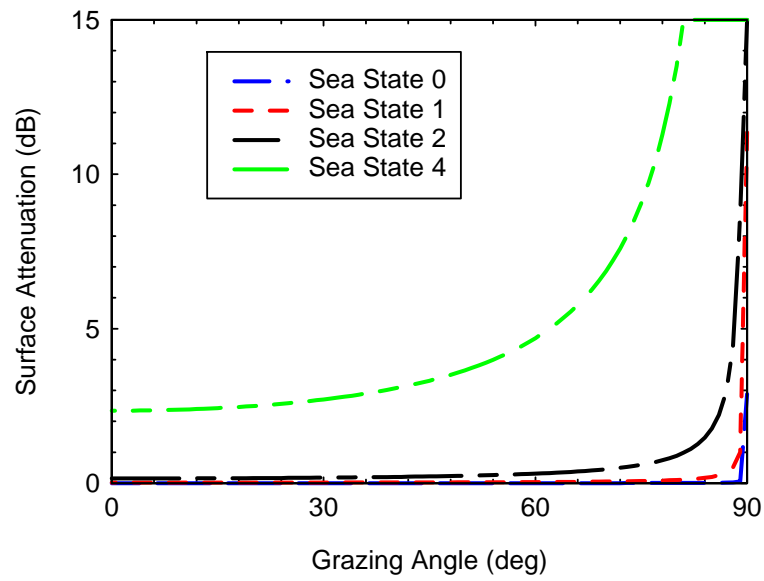


Figure 14: Surface Attenuation vs Grazing Angle for 100 kHz

## 4.2 Seafloor Attenuation

The seafloor in the Shoalwater Bay region varied from muddy sand to medium sand [Scott 2006] in the regions of interest. The seafloor was modelled using the parameters for the most reflective sediment, thus giving the longest mitigation ranges. SCAT-RD used the Rayleigh specular reflection model to determine the seafloor attenuation [C. B. Officer 1958]. This model does not include any reflection scattering losses so represents an over prediction of received level. The attenuation curves used in SCAT-RD are shown in figure 15.

As a comparison the MGS model [Yarger 1976] has also been plotted in figure 15. This plot shows that for high grazing angles (short ranges) the MGS model should give a lower TL and produce a slightly higher mitigation range. For ranges over 65 m the grazing angle is less and the MGS model should give a higher TL than the Rayleigh model, which would result in shorter mitigation ranges for MGS. Since the expected mitigation ranges are over 500 m SCAT-RD used the Rayleigh model, giving a worst-case result.

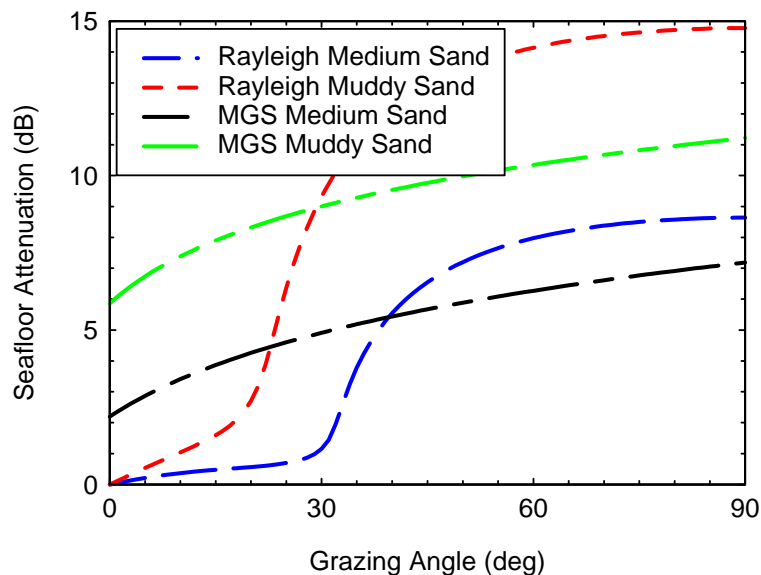


Figure 15: Seafloor Attenuation vs grazing angle for Shoalwater Bay. This is frequency independent at hydrographic frequencies for the Rayleigh and MGS models.

## 4.3 Volume Attenuation

SCAT-RD used the Francois – Garrison model to determine the attenuation of sound due to seawater absorption [Francois – Garrison 1982].

## 5. Mitigation Range Calculation

The modelling of the acoustic signal radiated by the hydrographic sonars was done for a number of different environmental conditions including:

- Sea states 0, 1, 2, and 4.
- Typical sound speed profiles for January, April, July, and October.
- Sonar orientations north, south, east, and west.
- Water depths according to location throughout the Shoalwater Bay region.

The most reflective sediment type within the bay (medium sand) was used for all the modelling, producing a worst-case transmission loss. This was done to remove any uncertainty about sediment variations through out the bay affecting the modelling results.

The mitigation ranges were obtained according to a worst-case selection process to reduce the amount of modelling data to a useable form, as follows:

1. SCAT-RD transmission loss (TL) modelling was performed for each combination of the different environmental conditions with, in turn, the sonar centred at each point over the 1 minute grid encompassing Shoalwater Bay (see figure 16).
2. Each output from SCAT-RD contained TL vs range and depth. These output data were reduced by finding the worst-case (minimum) TL over the depths 0 to 150m for each range step, thus producing TL vs range for the different environmental conditions for each point at which the sonar was located.
3. The TL vs range results for the four directions at each location were compared using the worst-case selection criteria, reducing the data to one set of TL vs range at each location, sea state, and season.
4. This TL data was then used to determine the maximum (worst-case) received acoustic pressure level around the sonar while transmitting using the formula below:

$$IL = SL - TL \quad \text{(equation 1)}$$

where IL = received (incident) acoustic pressure level

SL = source level of the hydrographic sonar

TL = worst-case transmission loss

This gave the IL vs range at each location, sea state, and season.

5. Next the worst-case ranges at each location were found for received acoustic pressure levels of 160 dB and 182 dB. This produced plots of mitigation ranges required for each sea state and season, see appendix A. Since only worst-case TL was used during the previous steps, with no averaging, these plots show the maximum required ranges for different locations, sea states, and seasons to experience incident levels less than 160 or 182 dB, respectfully.
6. The mitigation range plots for different sea states and seasons were then compared using the worst-case criteria to give the maximum mitigation ranges required for any of the environmental conditions around Shoalwater Bay (see Chapter 7).

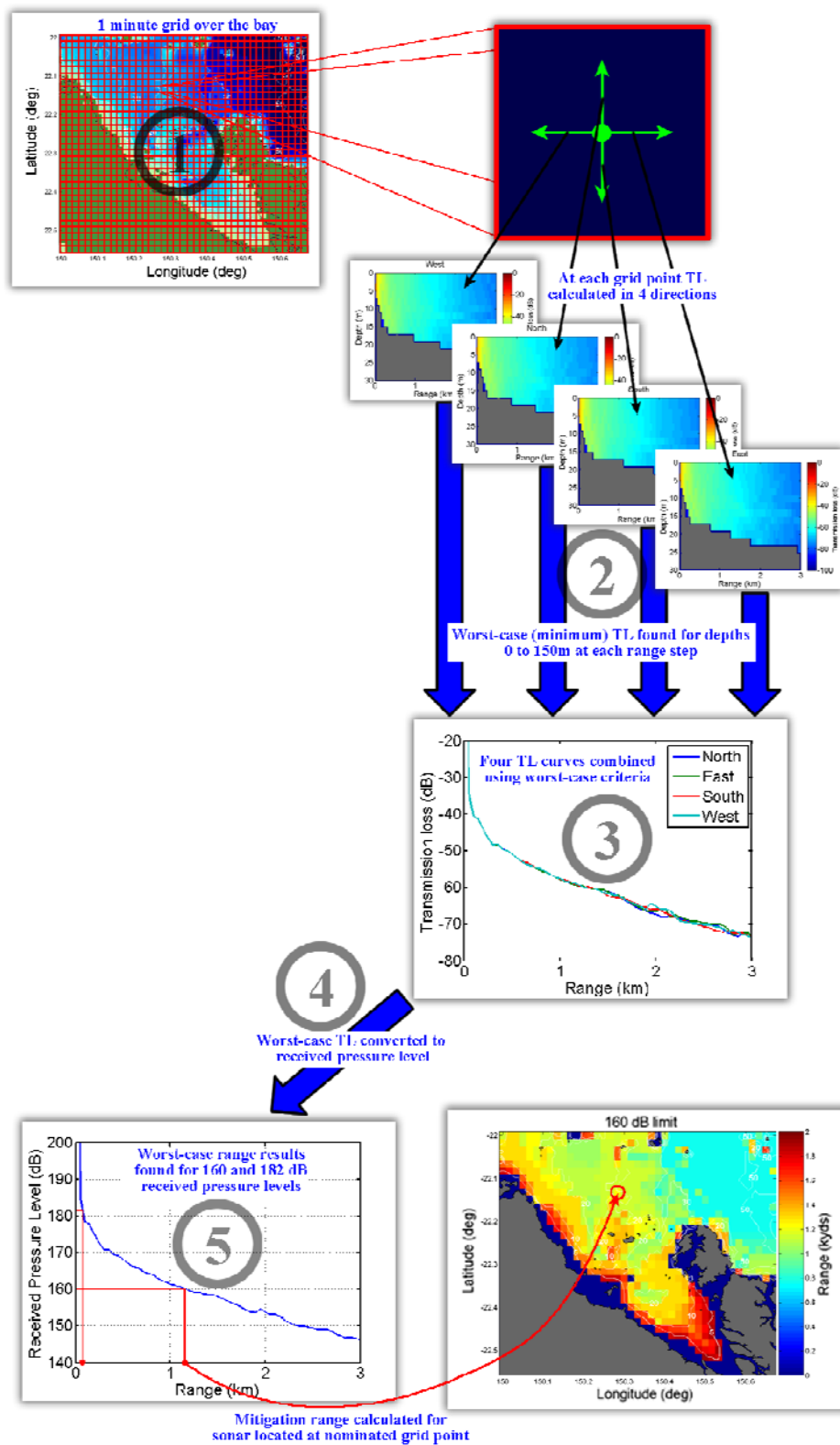


Figure 16: Mitigation range calculation procedure for one location, sea state, and season

## 5.1 EDO Model 3060 Doppler Velocity Log

The EDO doppler velocity log had a frequency of 171 kHz, which was above the frequency limit of SCAT-RD. Since 171 kHz was also above the expected 150 kHz hearing threshold limit of dolphins a simplified method was used to get the expected mitigation ranges.

The received acoustic levels were calculated assuming spherical spreading existed and sea water absorption (see table 4). A conservative value of 30 dB/km [Fisher 1977] was used for the sea water absorption.

Table 4: Received sonar levels for the EDO doppler velocity log with range

| Range (m) | Transmission Loss (dB) |            |       | Received Level (dB) |
|-----------|------------------------|------------|-------|---------------------|
|           | Spreading              | Absorption | Total |                     |
| 10        | 20                     | 0          | 20    | 190                 |
| 20        | 26                     | 1          | 27    | 183                 |
| 30        | 30                     | 1          | 30    | 180                 |
| 40        | 32                     | 1          | 33    | 177                 |
| 50        | 34                     | 2          | 35    | 175                 |
| 60        | 36                     | 2          | 37    | 173                 |
| 70        | 37                     | 2          | 39    | 171                 |
| 80        | 38                     | 2          | 40    | 170                 |
| 90        | 39                     | 3          | 42    | 168                 |
| 100       | 40                     | 3          | 43    | 167                 |
| 110       | 41                     | 3          | 44    | 166                 |
| 120       | 42                     | 4          | 45    | 165                 |
| 130       | 42                     | 4          | 46    | 164                 |
| 140       | 43                     | 4          | 47    | 163                 |
| 150       | 44                     | 5          | 48    | 162                 |
| 160       | 44                     | 5          | 49    | 161                 |
| 170       | 45                     | 5          | 50    | 160                 |
| 180       | 45                     | 5          | 51    | 159                 |
| 190       | 46                     | 6          | 51    | 159                 |
| 200       | 46                     | 6          | 52    | 158                 |

## 6. Environmental Dependence

### 6.1 Seasonal Dependence

The mitigation range plots showed a small to medium dependence on seasonal variations of the environment. These variations were very sound speed dependent. This can be seen in figures 17 to 20, which showed how the required mitigation range changed for different seasons at sea state 0 using the Klein 2000 towed light weight side scan sonar. More plots showing the seasonal variation can be seen in Appendix A.



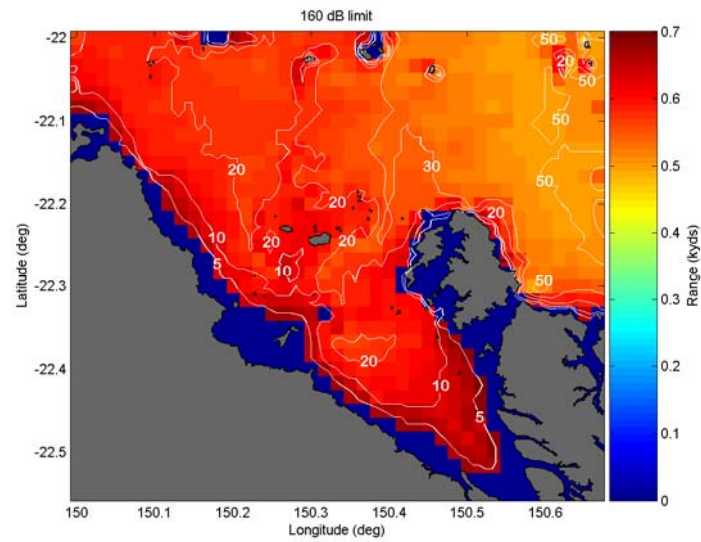


Figure 17: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand

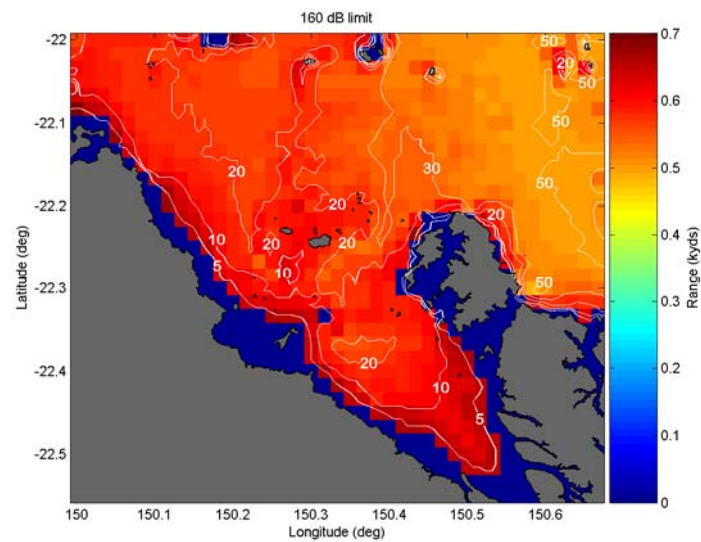


Figure 18: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand

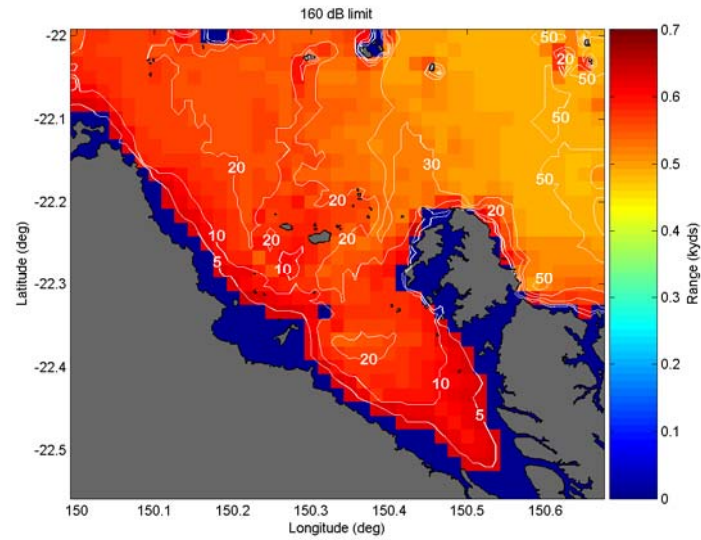


Figure 19: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand

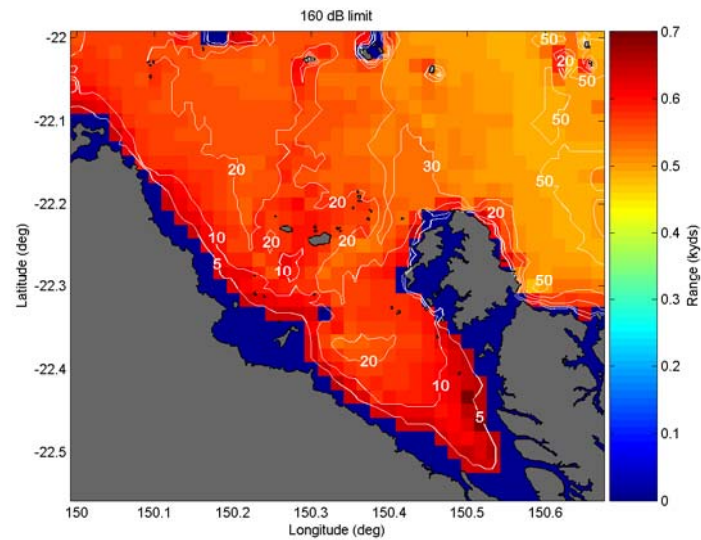


Figure 20: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand

## 6.2 Sea State Dependence

The mitigation range dependence on sea state was as expected, with the longest mitigation ranges needed for low sea states. The effect of sea surface roughness on attenuating the sound for sea state 0 and 1 was small for all sonars. The change in mitigation range due to increased surface attenuation at sea state 2 and 4 varied depending on the sonars, but always reduced the required mitigation ranges. This effect can be seen in figures 18, 21, 22, and 23. The effect on other sonars can be seen in Appendix A.

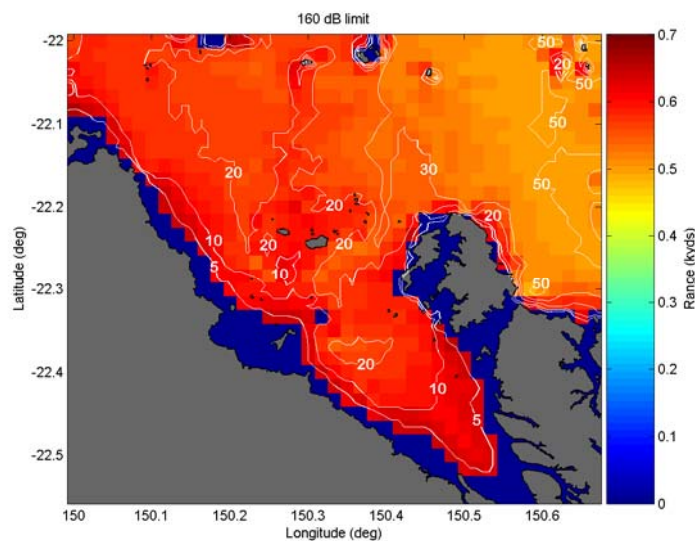


Figure 21: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand

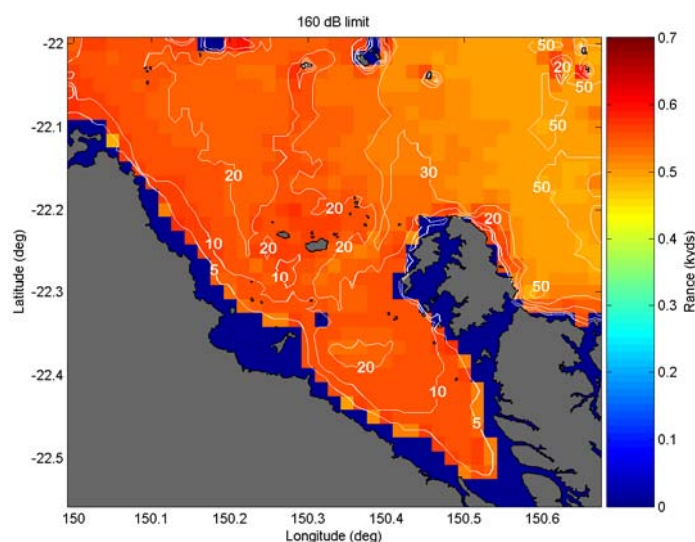


Figure 22: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand

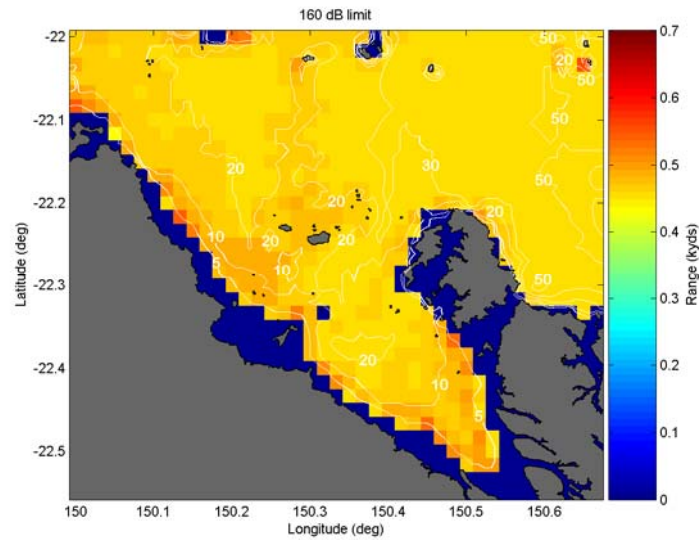


Figure 23: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand

### 6.3 Ocean Depth Dependence

All the mitigation range plots for the Leeuwin Class sonars showed significant dependence upon ocean depth (see Appendix A), but due to the varying beam patterns between sonars there were no consistent trends. The CMAS forward looking sonar, fansweep 20 multibeam echo sounder, and Klein 2000 towed light weight side scan sonar all had a reduction in mitigation range with depth, which can be seen in figures 22, 24, 30, and 32. While the Atlas DESO 25 single beam echo sounder increased mitigation range with increasing water depth due to its narrow downward beam pattern.

## 7. Mitigation Range Results

The mitigation range determination for the different environmental conditions across Shoalwater Bay (see appendix A) have been combined using a worst-case criterion for which the maximum mitigation range is shown. These results are shown in figures 24 to 35. Table 5 shows the maximum determined ranges for each sonar type across all environmental conditions, including location.

*Table 5: Maximum mitigation ranges calculated for the Leeuwin class hydrographic sonars*

| <b>Sonar</b>                                  | <b>Frequency (kHz)</b> | <b>Received Level (dB)</b> | <b>Mitigation Range Required (kyds)</b> |
|---|------------------------|----------------------------|---|
| Fansweep 20 Multibeam Echo Sounder            | 100                    | 160                        | 0.69                                    |
|   |                        | 182                        | 0.21                                    |
| Klein 2000 Towed Light Weight Side Scan Sonar | 100                    | 160                        | 0.70                                    |
|   |                        | 182                        | 0.23                                    |
| EDO Model 3060 Doppler Velocity Log (DSVL)    | 171                    | 160                        | 0.18                                    |
|   |                        | 182                        | 0.03                                    |
| Atlas DESO 25 Single Beam Echo Sounder        | 33                     | 160                        | 0.02                                    |
|   |                        | 182                        | 0.01                                    |
|   | 12                     | 160                        | 0.02                                    |
|   |                        | 182                        | 0.011                                   |
| CMAS Forward Looking Sonar 36/39              | 36                     | 160                        | 1.9                                     |
|   |                        | 182                        | 0.11                                    |
|   | 39                     | 160                        | 1.9                                     |
|   |                        | 182                        | 0.11                                    |

## 7.1 Fansweep 20 Multibeam Echo Sounder

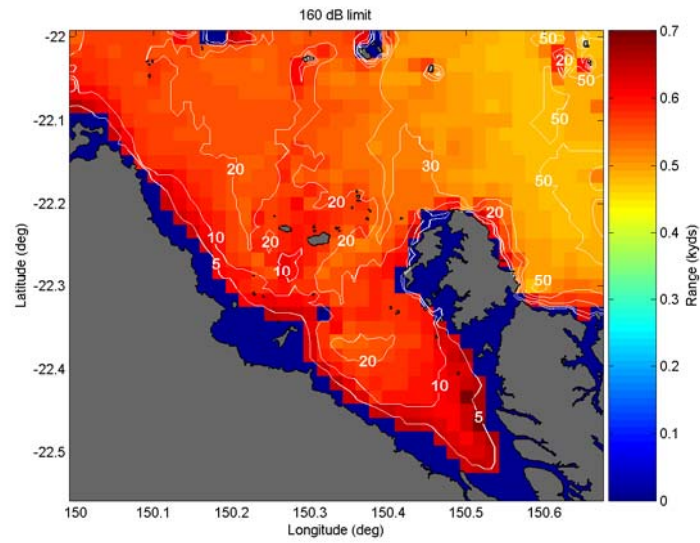


Figure 24: Maximum mitigation ranges calculated for a received acoustic pressure level of 160 dB on the Fansweep 20 Multibeam Echo Sounder

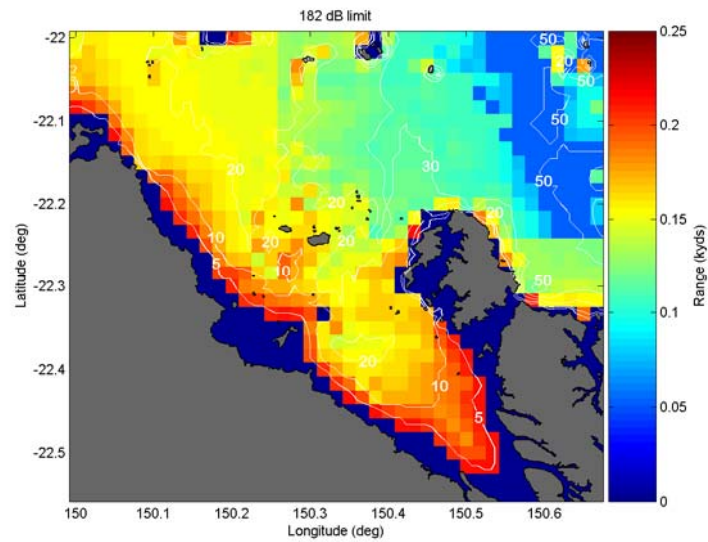


Figure 25: Maximum mitigation ranges calculated for a received acoustic pressure level of 182 dB on the Fansweep 20 Multibeam Echo Sounder



## 7.2 Klein 2000 Towed Light Weight Side Scan Sonar

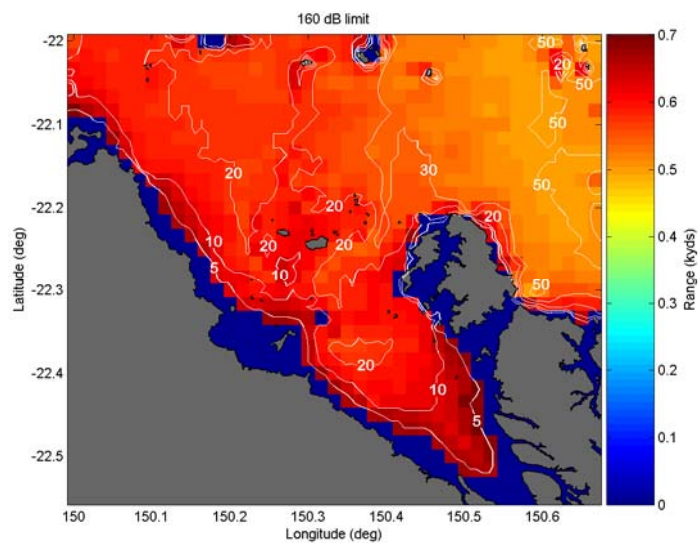


Figure 26: *Maximum mitigation ranges calculated for a received acoustic pressure level of 160 dB on the Klein 2000 Towed Light Weight Side Scan Sonar*

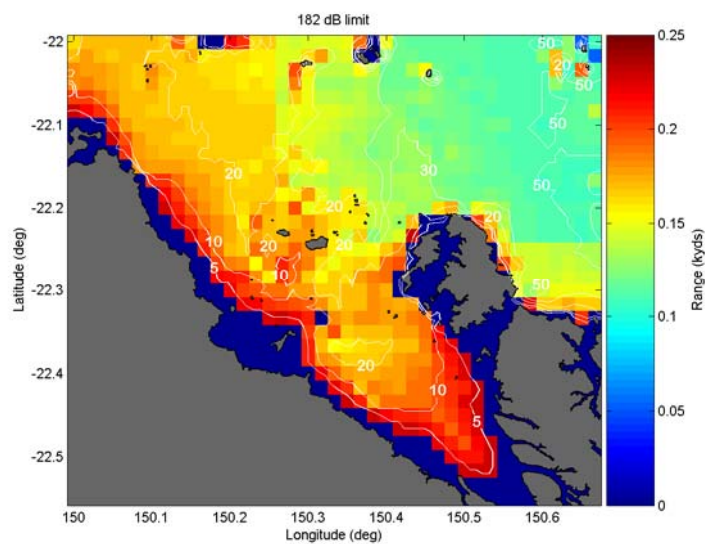


Figure 27: *Maximum mitigation ranges calculated for a received acoustic pressure level of 182 dB on the Klein 2000 Towed Light Weight Side Scan Sonar*

### 7.3 Atlas DESO 25 Single Beam Echo Sounder

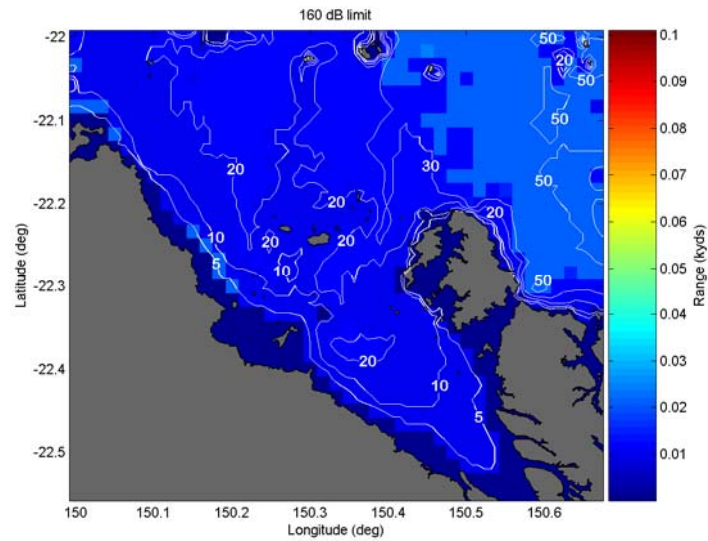


Figure 28: Maximum mitigation ranges calculated for a received acoustic pressure level of 160 dB on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz

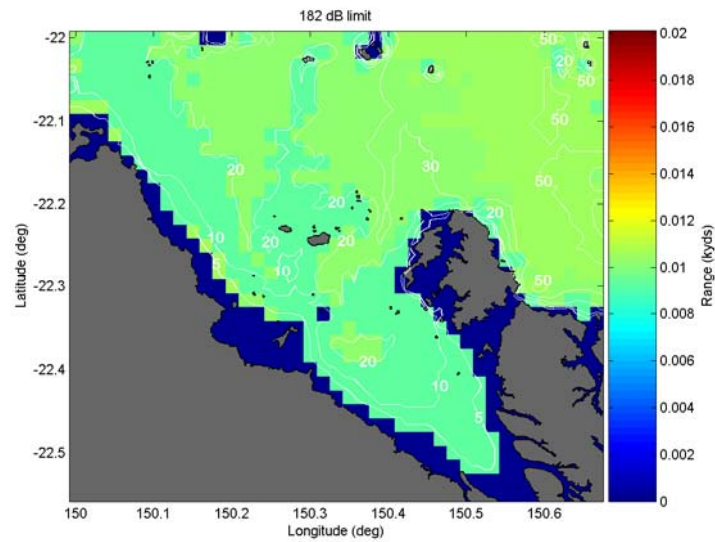


Figure 29: Maximum mitigation ranges calculated for a received acoustic pressure level of 182 dB on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz



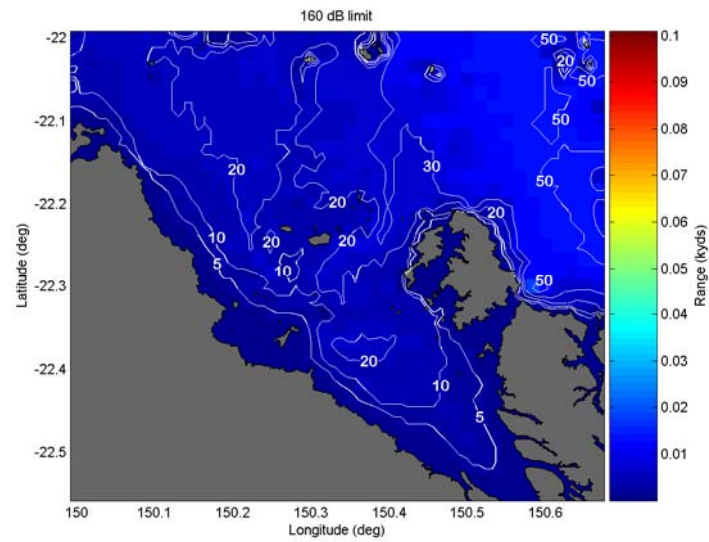


Figure 30: Maximum mitigation ranges calculated for a received acoustic pressure level of 160 dB on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz

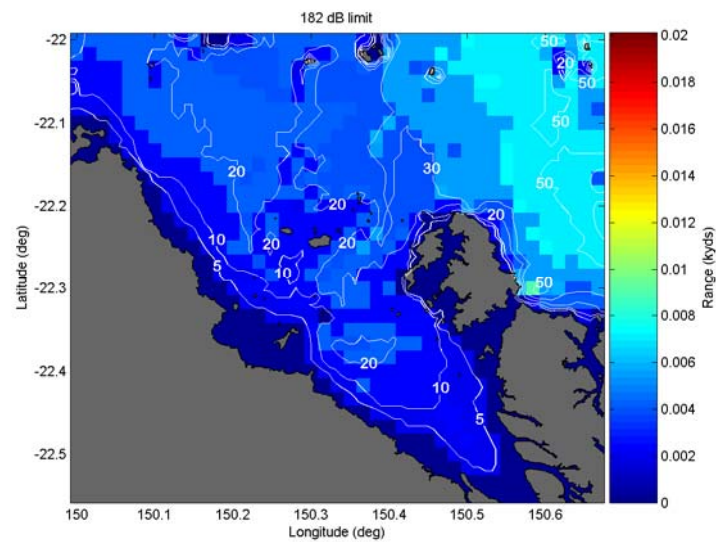


Figure 31: Maximum mitigation ranges calculated for a received acoustic pressure level of 182 dB on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz

## 7.4 CMAS Forward Looking Sonar

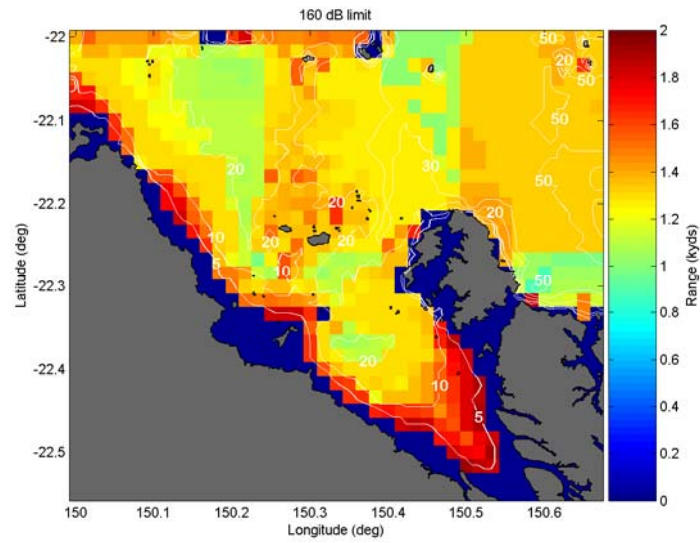


Figure 32: Maximum mitigation ranges calculated for a received acoustic pressure level of 160 dB on the CMAS Forward Looking Sonar using 36 kHz

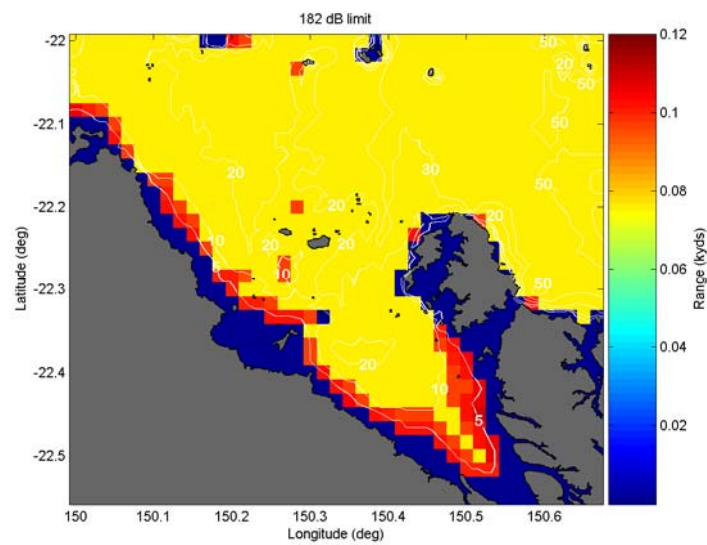


Figure 33: Maximum mitigation ranges calculated for a received acoustic pressure level of 182 dB on the CMAS Forward Looking Sonar using 36 kHz

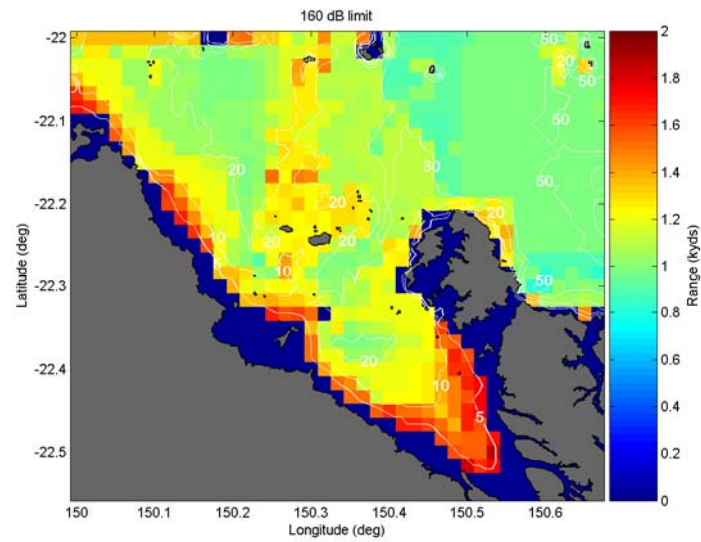


Figure 34: Maximum mitigation ranges calculated for a received acoustic pressure level of 160 dB on the CMAS Forward Looking Sonar using 39 kHz

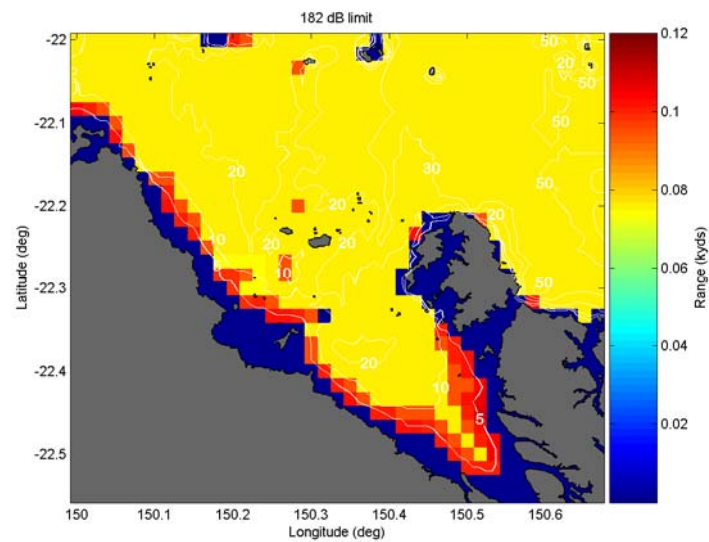


Figure 35: Maximum mitigation ranges calculated for a received acoustic pressure level of 182 dB on the CMAS Forward Looking Sonar using 39 kHz

## 8. Conclusion

Modelling of the received sonar signal levels for the Leeuwin class hydrographic sonars was done for a number of different environmental conditions in and around Shoalwater Bay. The maximum expected mitigation ranges have been determined using different environmental variations including four wind speeds, four different months during the year, and various water depths around the bay.

The modelling results show small to medium seasonal dependence on mitigation ranges resulting from seasonal changes in the sound speed profiles. However sound speed profiles vary significantly over each day and month, so it is not recommended that these monthly averages be used to reduce the mitigation range for one season compared to the other. Ocean water depth had a significant effect on mitigation range, but due to the large variations in beam patterns of the Leeuwin class hydrographic sonars no consistent trend was seen. The CMAS forward looking sonar, fansweep 20 multibeam echo sounder, and Klein 2000 towed light weight side scan sonar all had a reduction in mitigation range with increasing depth, while the Atlas DESO 25 single beam echo sounder had an increase in mitigation range with depth due to its narrow downward beam pattern.

The mitigation range dependence on sea state was as expected, with the longest mitigation ranges needed for low sea states. The effect of sea surface roughness on attenuating the sound for sea state 0 and 1 was small for all sonars. The change in mitigation range due to increased surface attenuation at sea state 2 and 4 varied depending on the sonars, but always reduced the required mitigation ranges. A consistent trend was seen, with the longer the mitigation range at sea state 0 the more effect the higher sea states had on reducing this mitigation range.

The modelling results show a very large difference in the recommended mitigation ranges, depending on which sonar the Leeuwin class hydrographic ship is using. To avoid overly complicating the mitigation strategies, a single worse-case range is recommended for each type of sonar on the Leeuwin class hydrographic ships in respect to each of dolphins and dugongs.

In the case of the Leeuwin class hydrographic ships operating in the vicinity of dolphins, recommended mitigation ranges are as follows:

1. 2000 yards for the CMAS Forward Looking Sonar.
2. 700 yards for the Fansweep 20 Multibeam Echo Sounder and Klein 2000 Towed Light Weight Side Scan Sonar.
3. 200 yards for the EDO Model 3060 Doppler Velocity Log and Atlas DESO 25 Single Beam Echo Sounder.

In the case of the Leeuwin class hydrographic ships operating in the vicinity of dugongs, the recommended mitigation range is as follows:

4. 200 yards for the Atlas DESO 25 Single Beam Echo Sounder when operating at 12 kHz

## 9. Acknowledgments

The author wishes to thanks the following people for their efforts in producing this document:

- CMDR Fiona Smith, RAN, and Dr Stuart Anstee, DSTO, in obtaining the required Leeuwin class hydrographic sonar parameters used in this report.
- John Polglaze, Principal Environmental Scientist in URS Australia, when comparing the results to current mitigation procedures and advising Navy if any modifications were required to the current procedures.

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## Appendix A: Mitigation Ranges for different Environmental Conditions around Shoalwater Bay

The hydrographic sonar modelling was done for a number of different environmental conditions. The mitigation ranges found are shown below, figures 36 to 227.

### A.1. Mitigation Ranges for the Fansweep 20 Multibeam Echo Sounder at 160 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

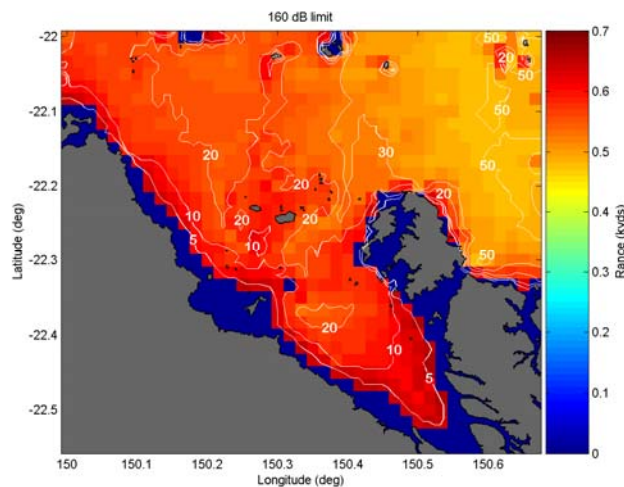


Figure 36: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 0 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

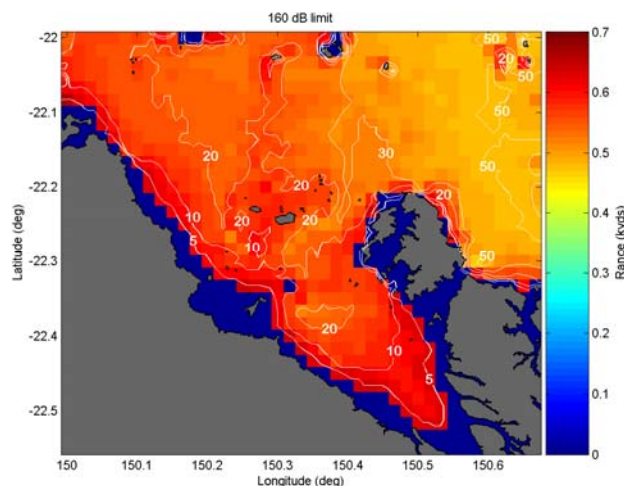


Figure 37: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 0 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay



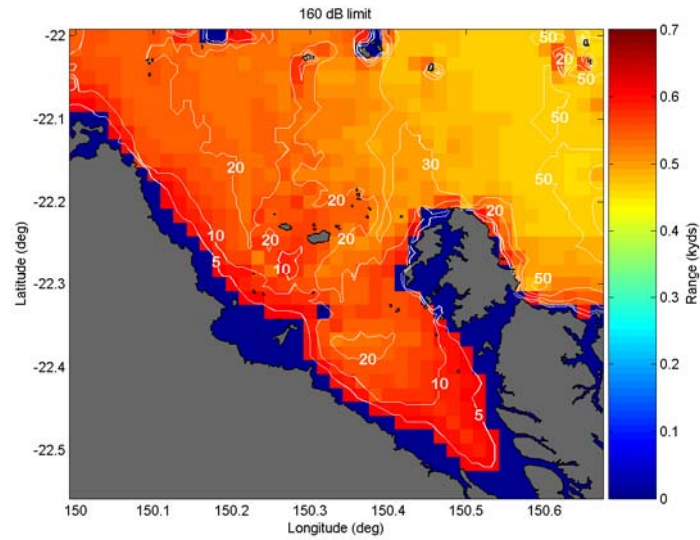


Figure 38: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 0 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

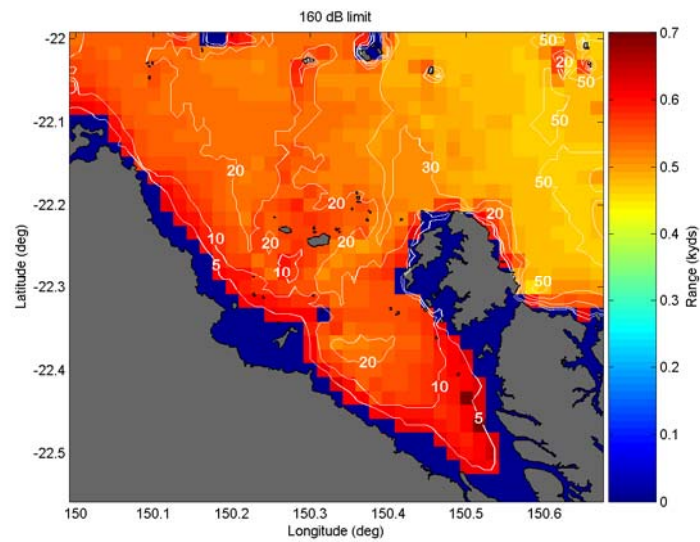


Figure 39: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 0 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay



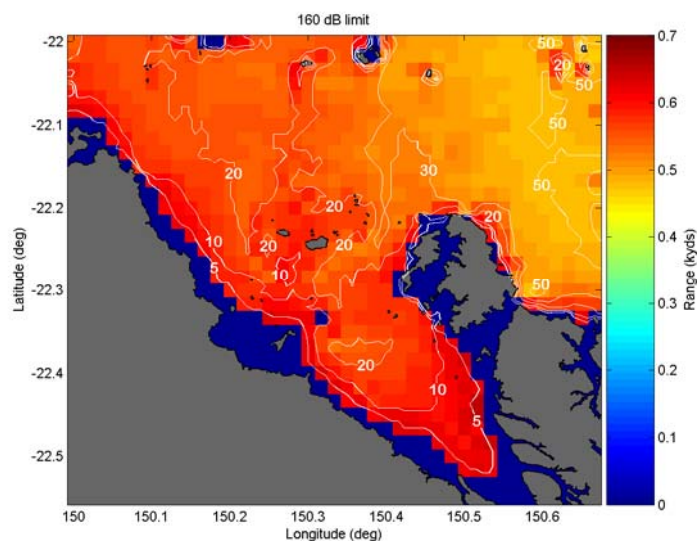


Figure 40: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 1 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

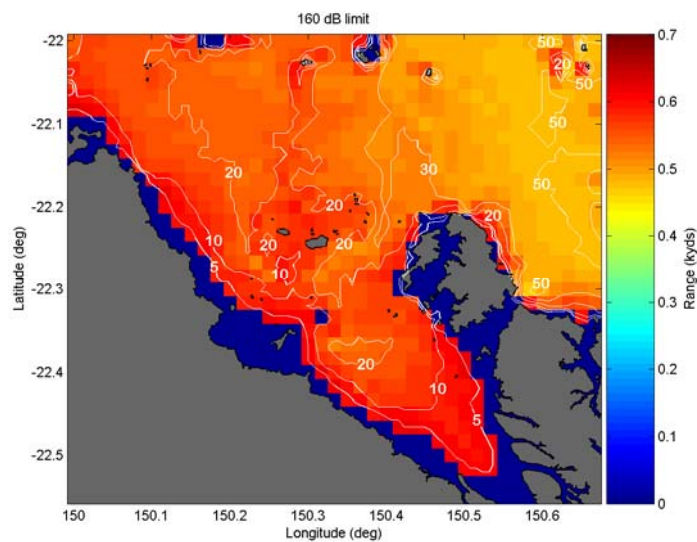


Figure 41: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 1 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

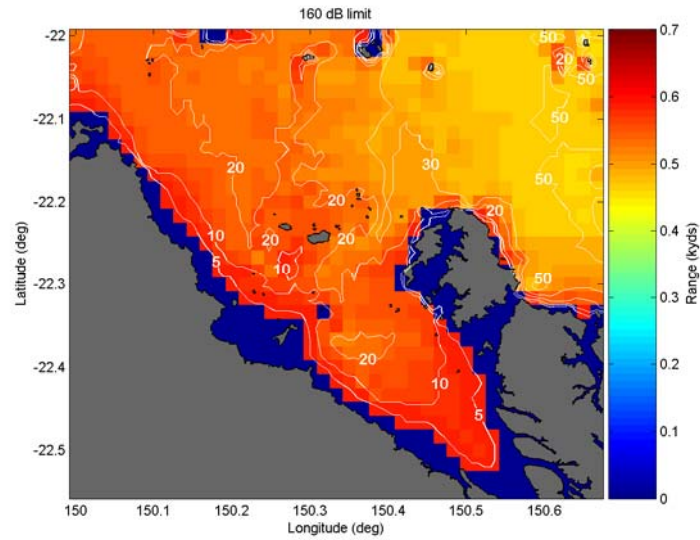


Figure 42: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 1 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

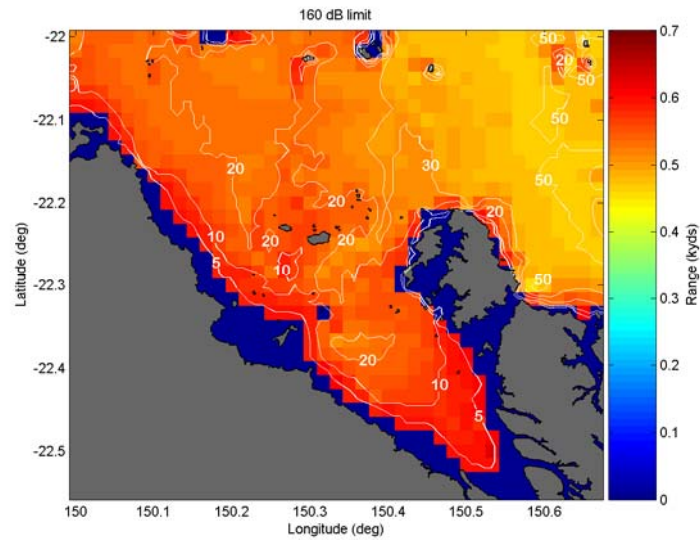


Figure 43: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 1 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

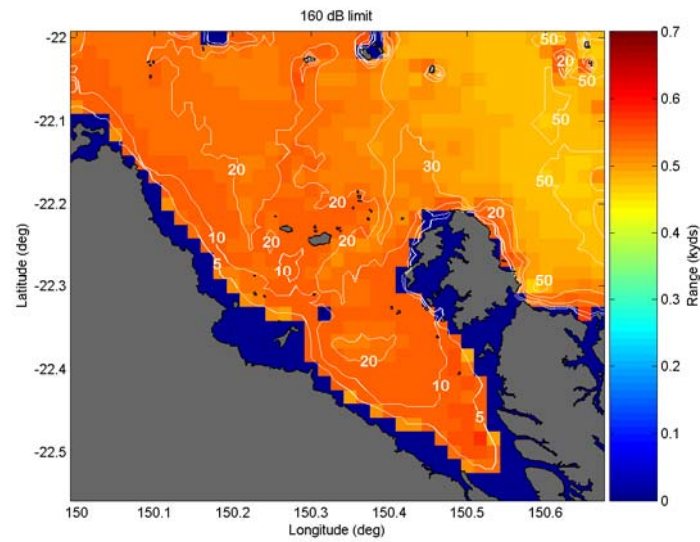


Figure 44: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 2 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

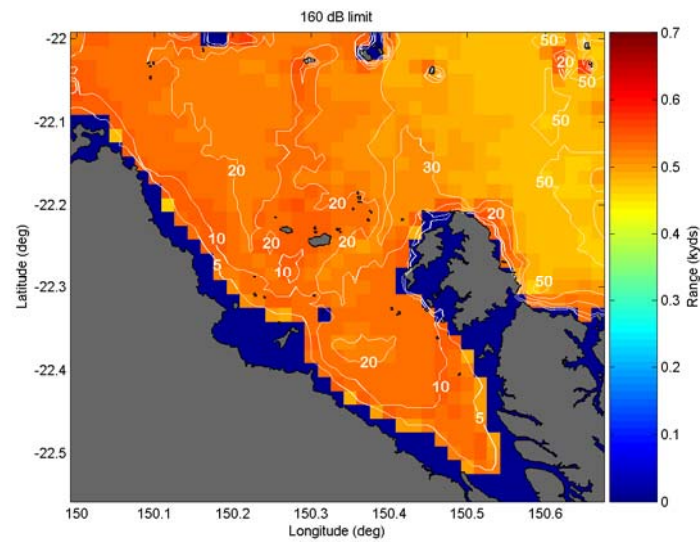


Figure 45: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 2 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

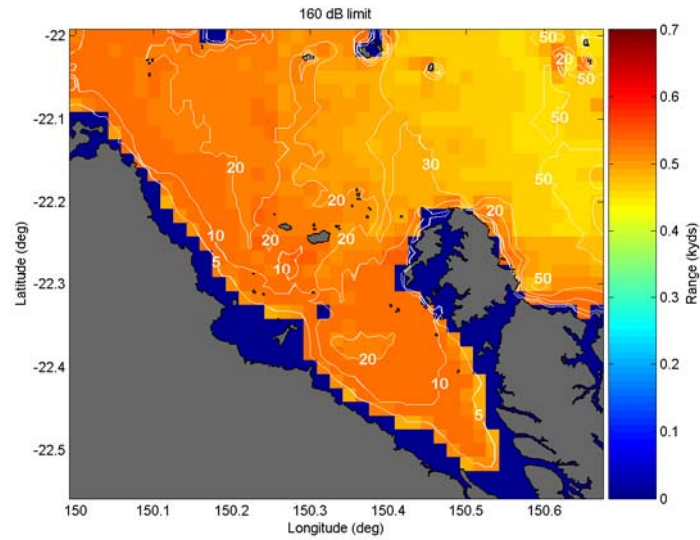


Figure 46: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 2 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

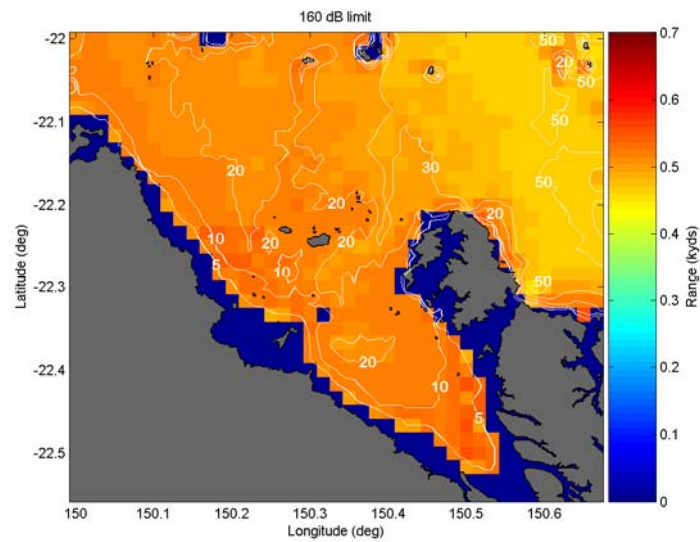


Figure 47: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 2 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

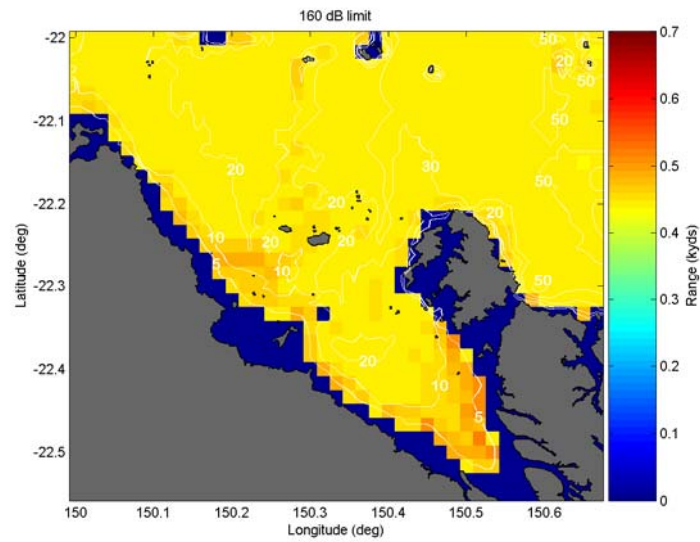


Figure 48: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 4 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

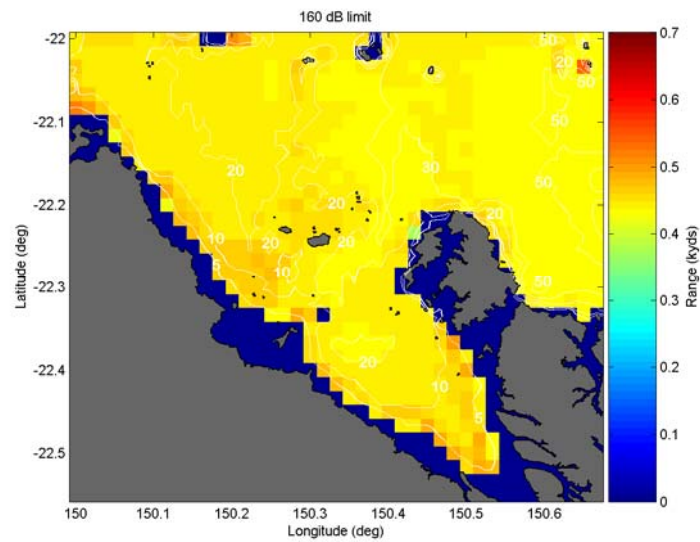


Figure 49: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 4 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay



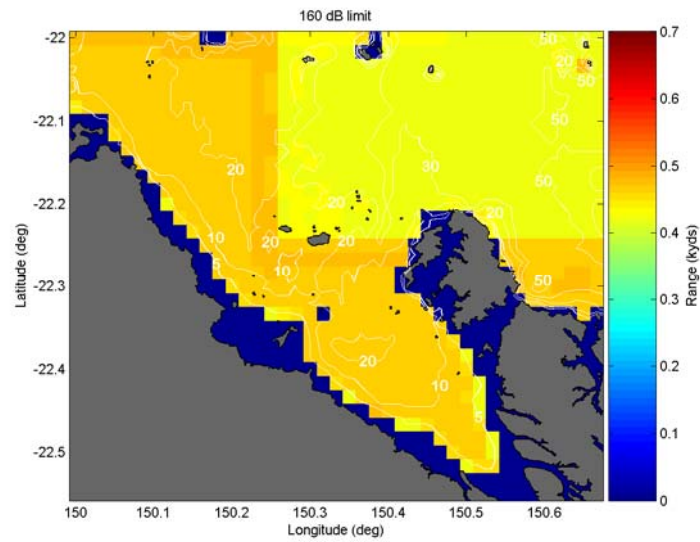


Figure 50: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 4 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

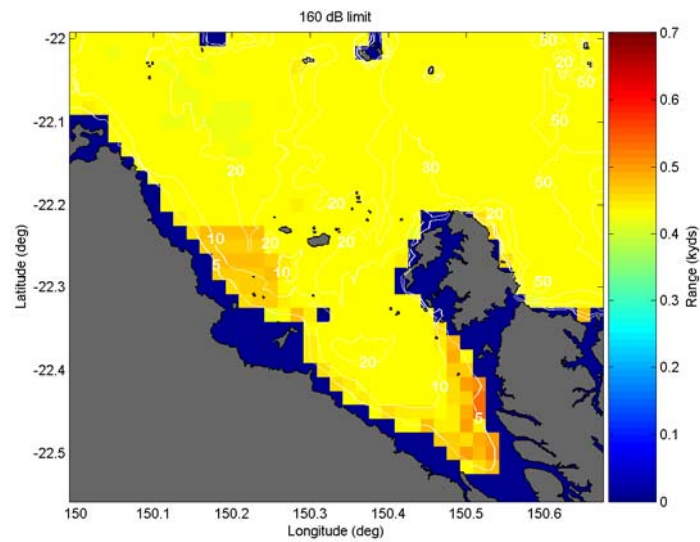


Figure 51: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 4 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

## A.2. Mitigation Ranges for the Klein 2000 Towed Light Weight Side Scan Sonar at 160 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

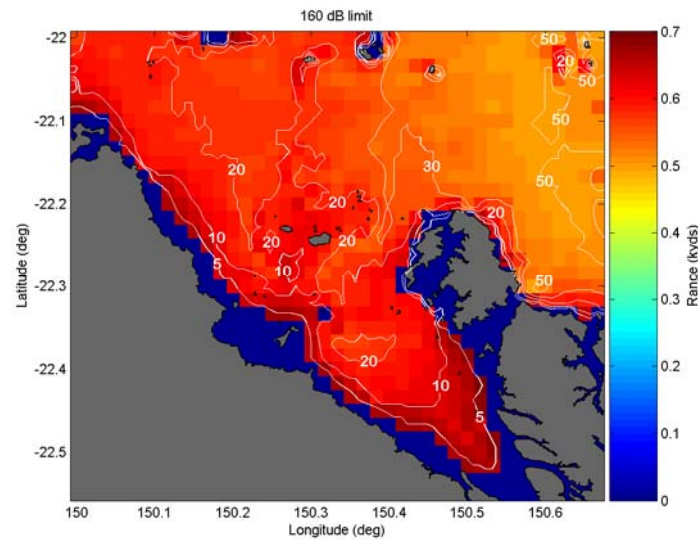


Figure 52: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

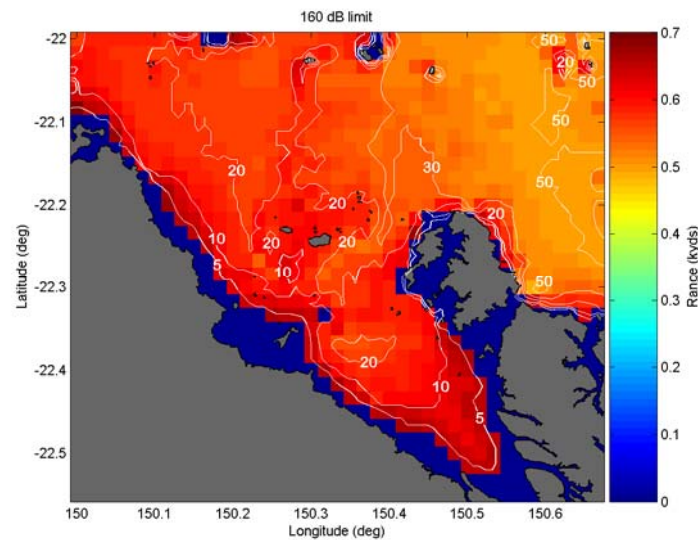


Figure 53: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

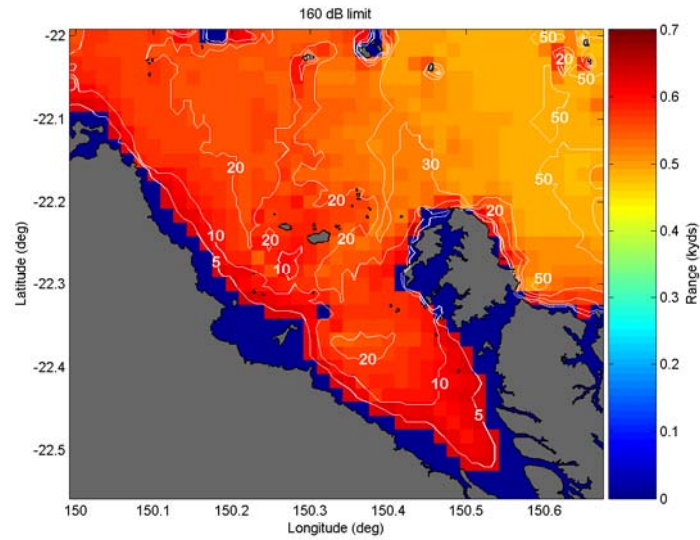


Figure 54: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

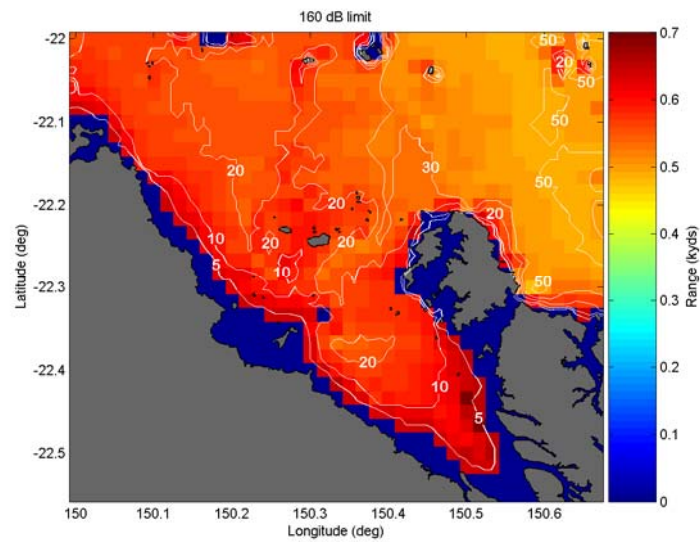


Figure 55: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay



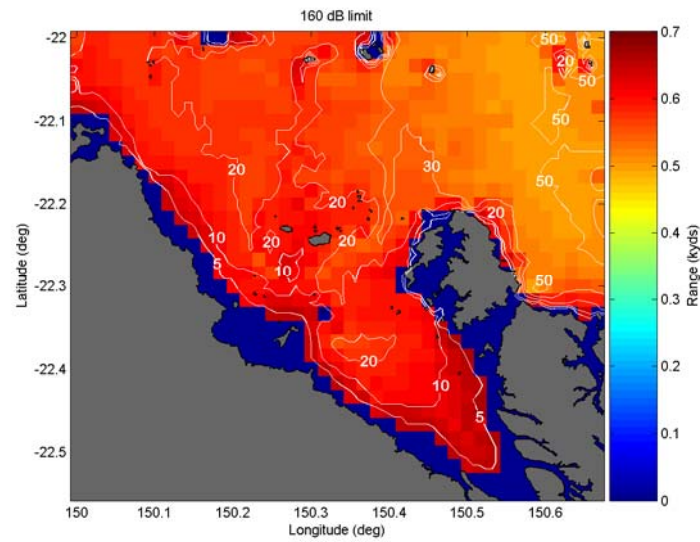


Figure 56: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

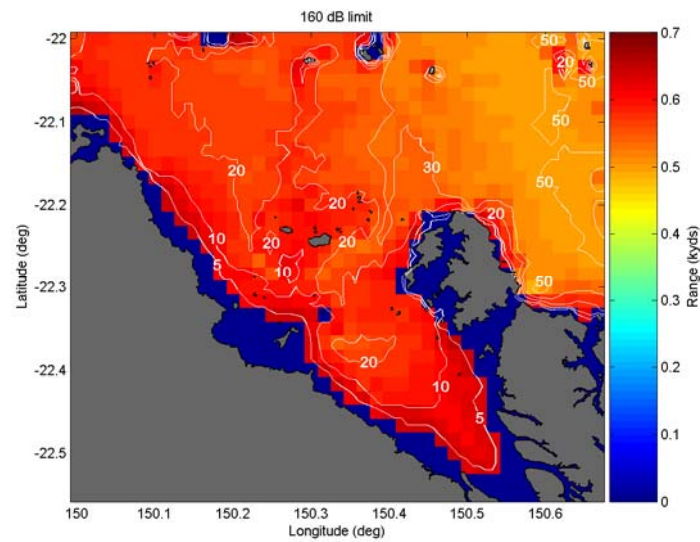


Figure 57: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

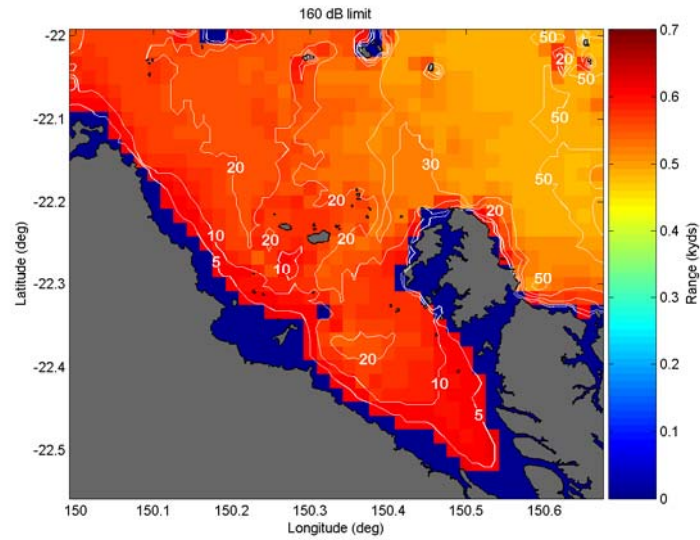


Figure 58: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

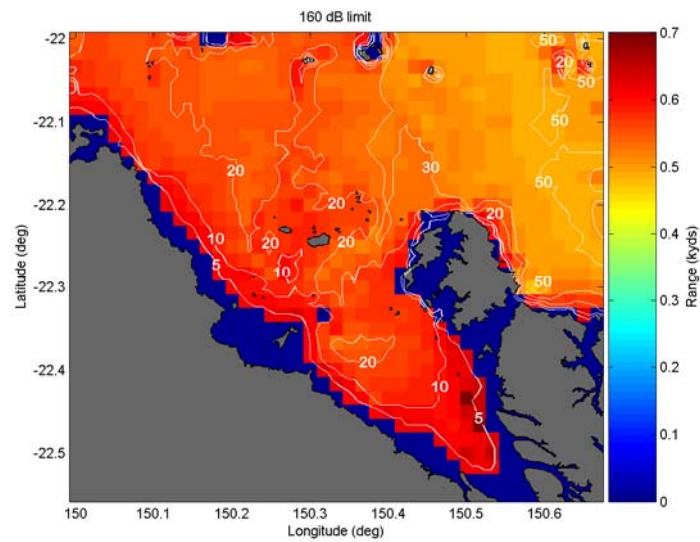


Figure 59: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

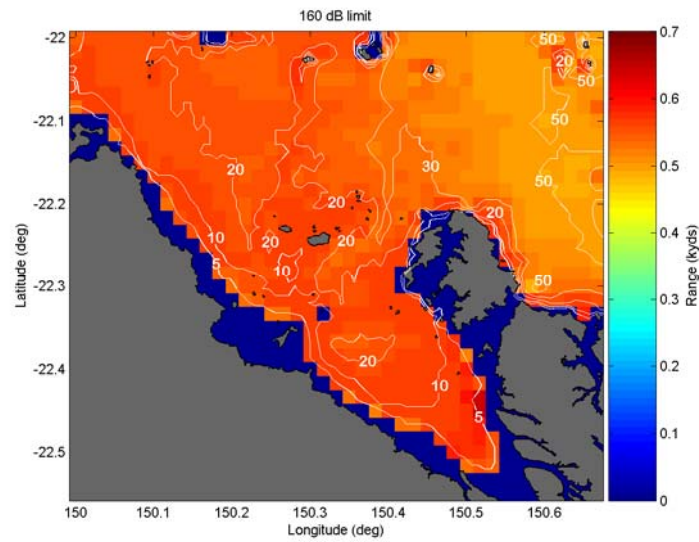


Figure 60: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

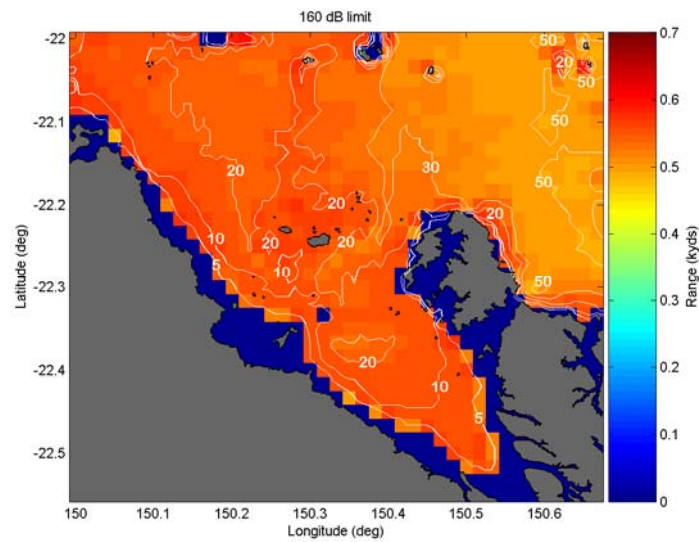


Figure 61: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

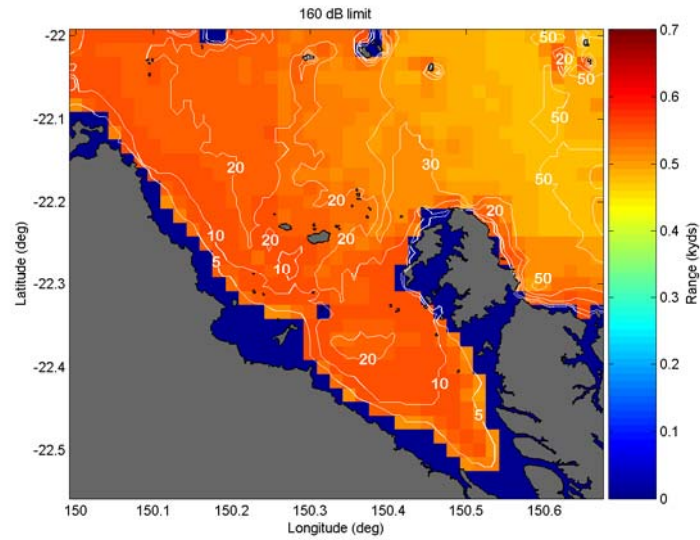


Figure 62: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

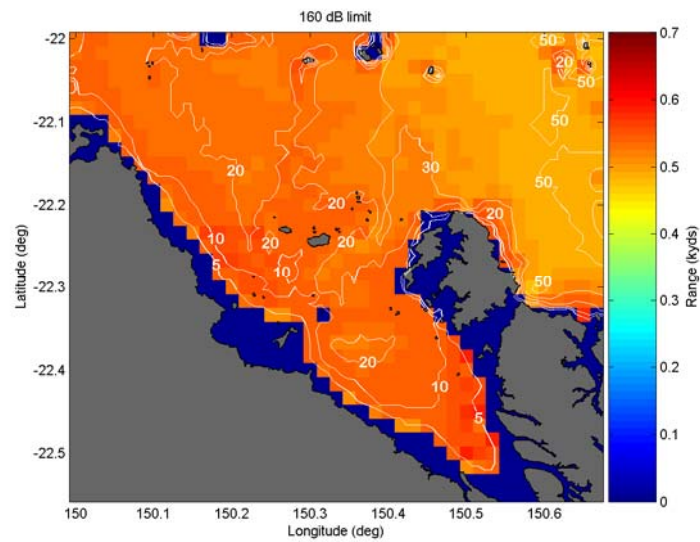


Figure 63: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

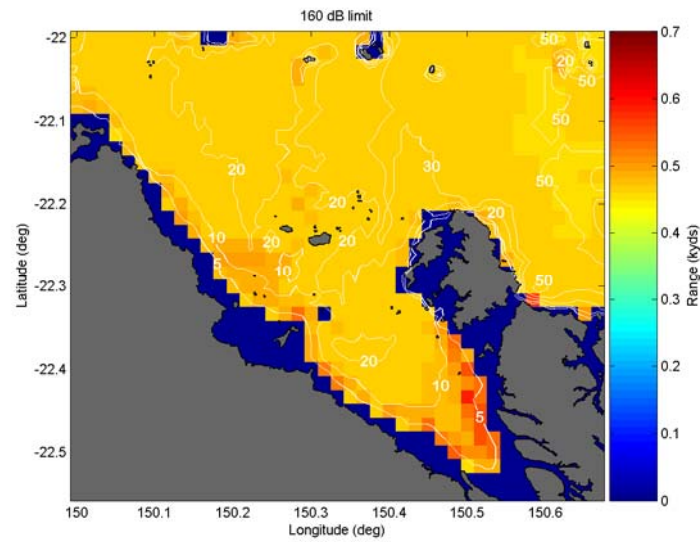


Figure 64: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

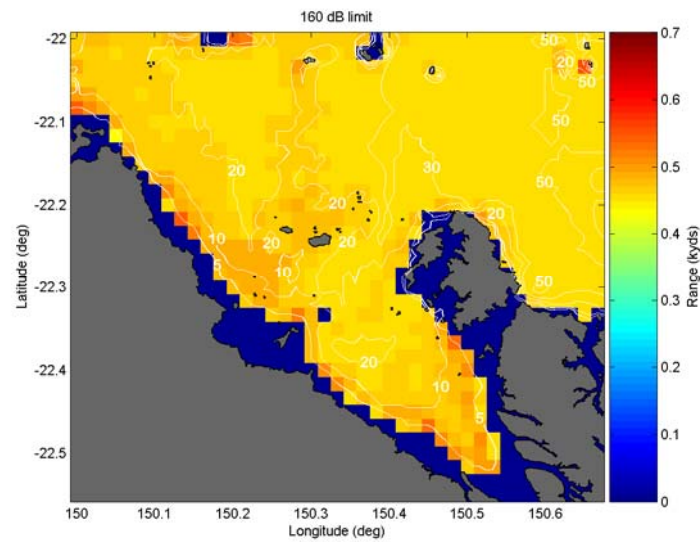


Figure 65: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay



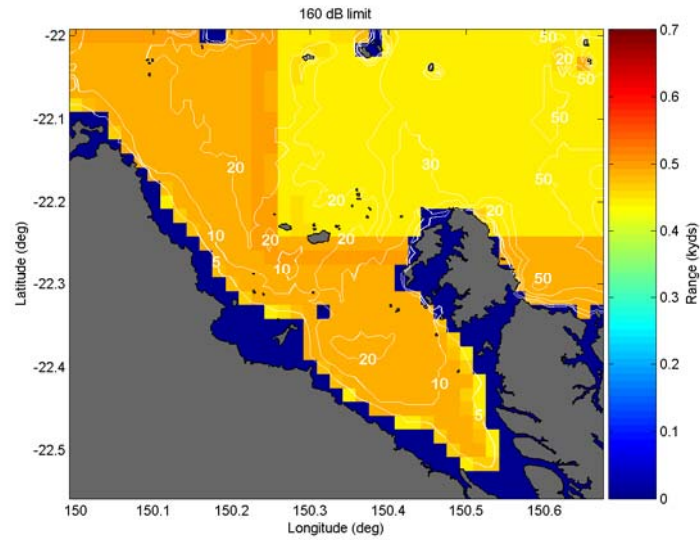


Figure 66: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

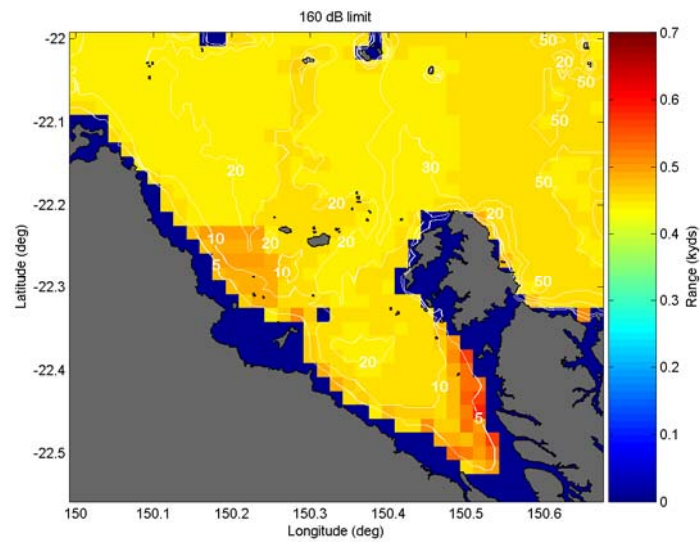


Figure 67: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

### A.3. Mitigation Ranges for the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz at 160 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

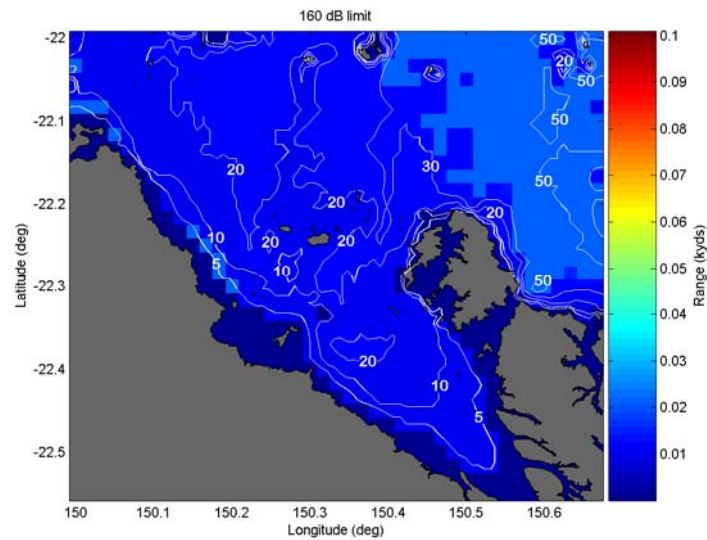


Figure 68: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

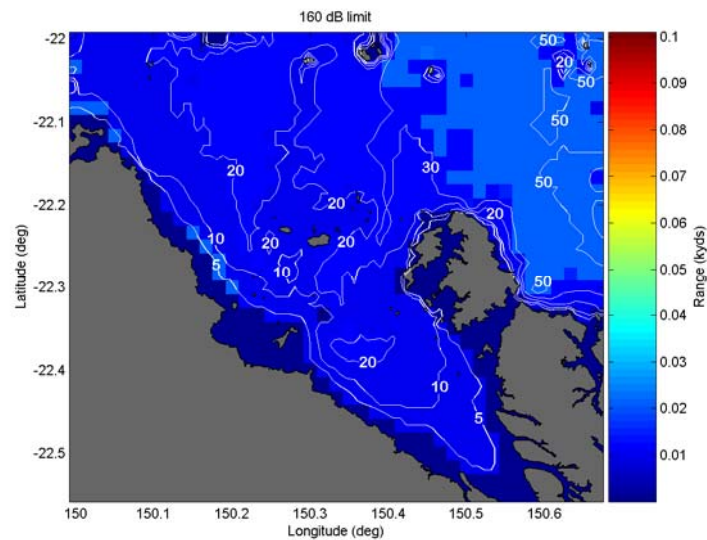


Figure 69: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

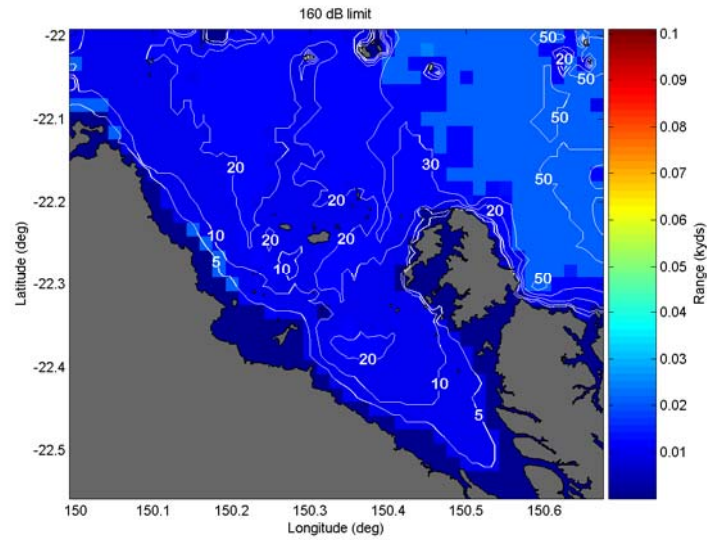


Figure 70: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

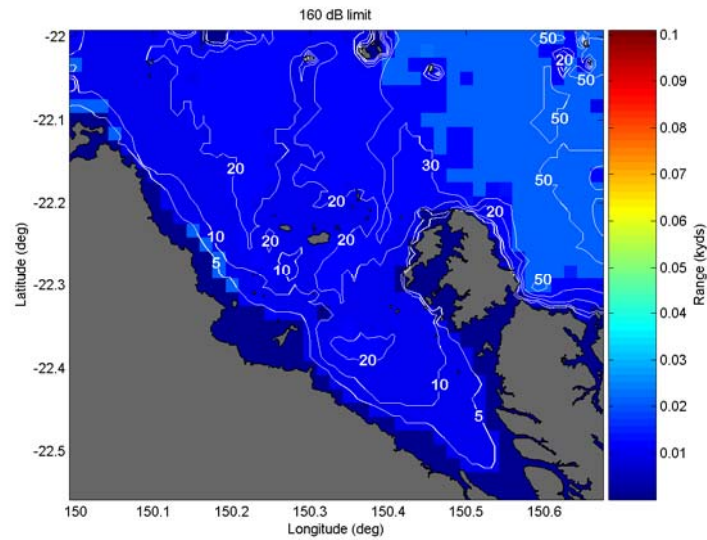


Figure 71: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay



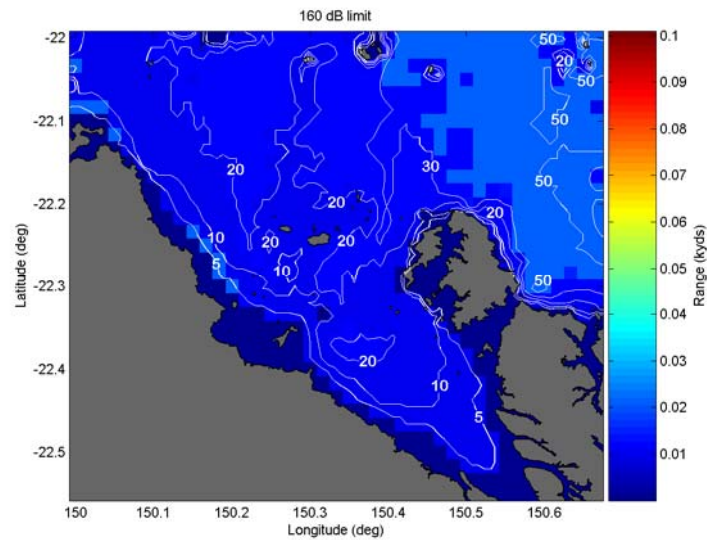


Figure 72: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay.

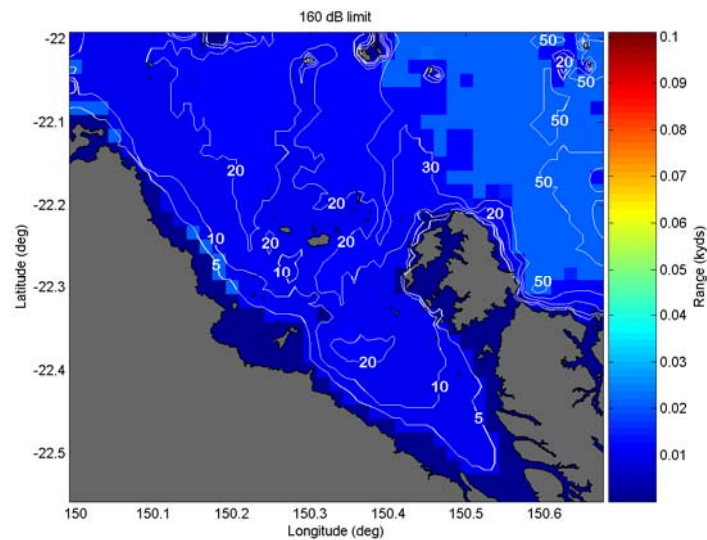


Figure 73: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

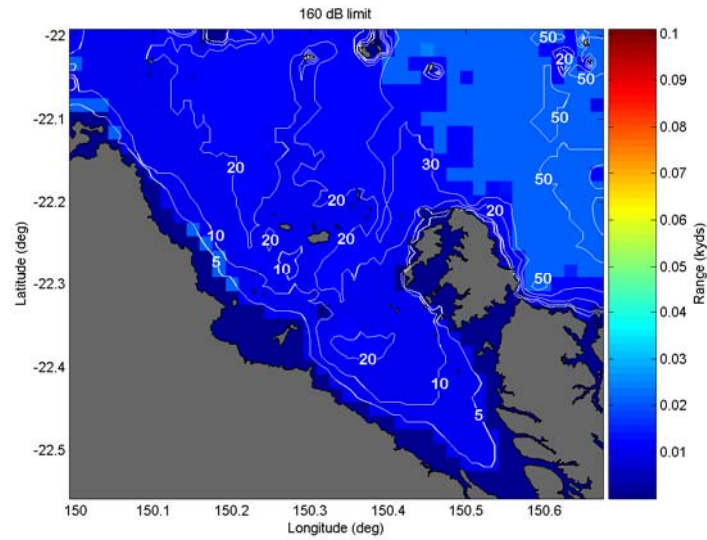


Figure 74: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

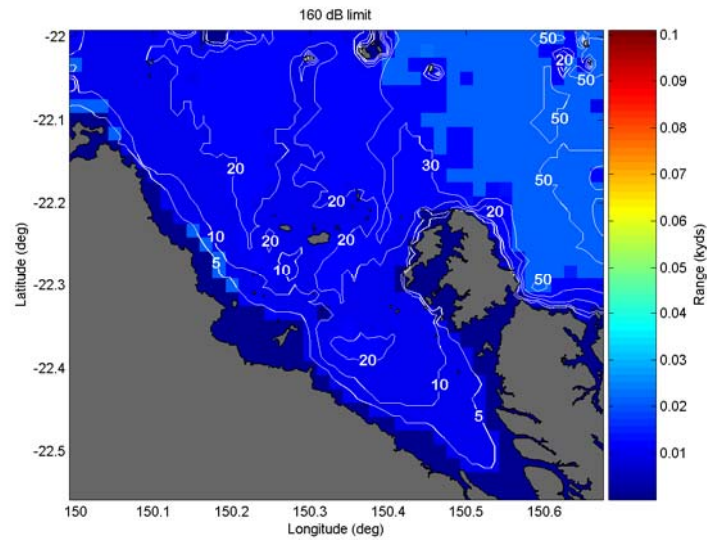


Figure 75: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

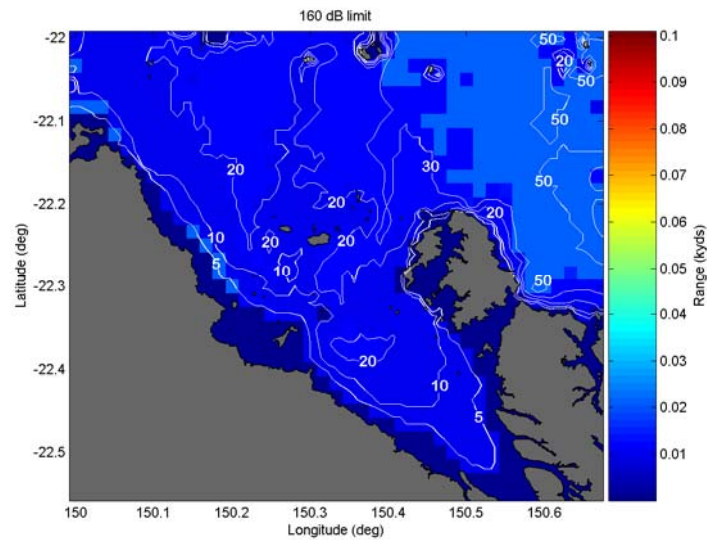


Figure 76: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

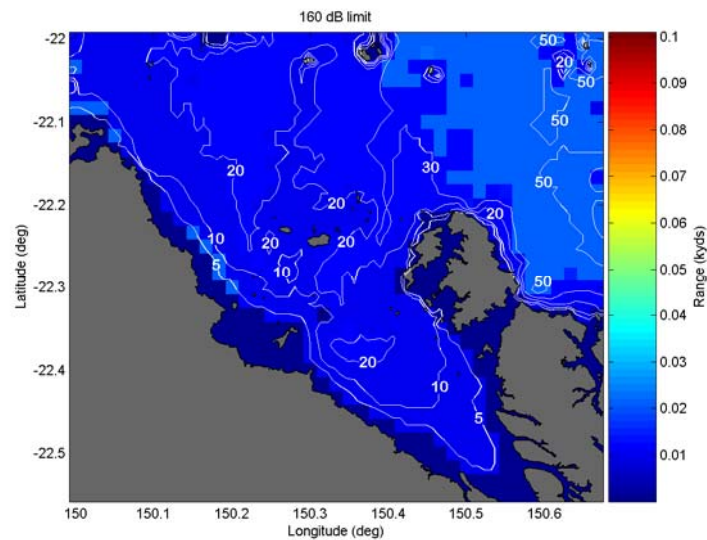


Figure 77: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

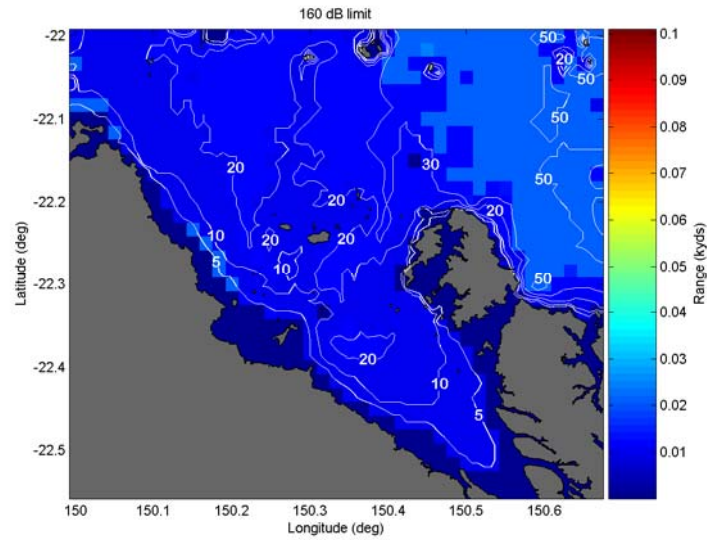


Figure 78: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

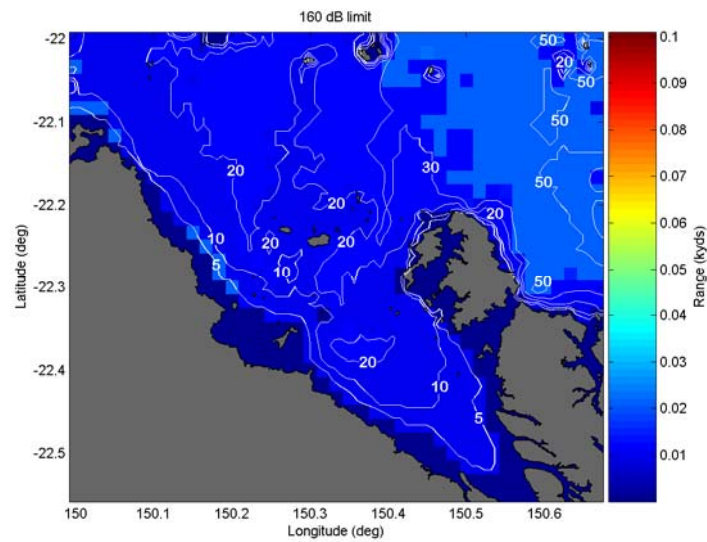


Figure 79: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

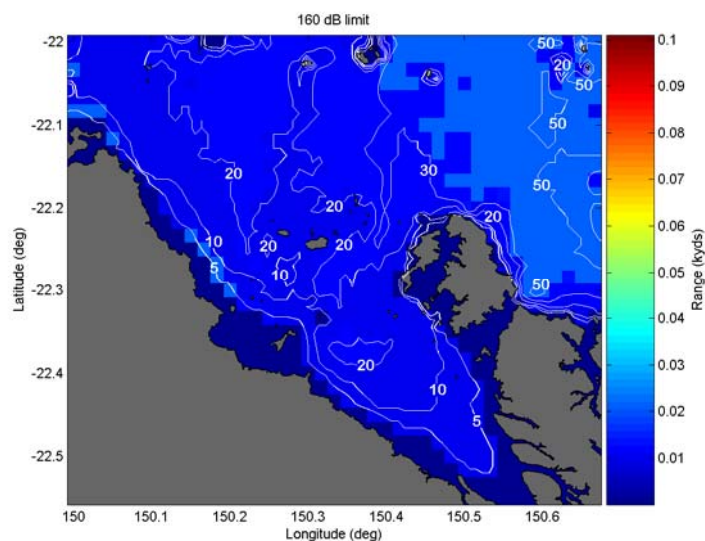


Figure 80: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

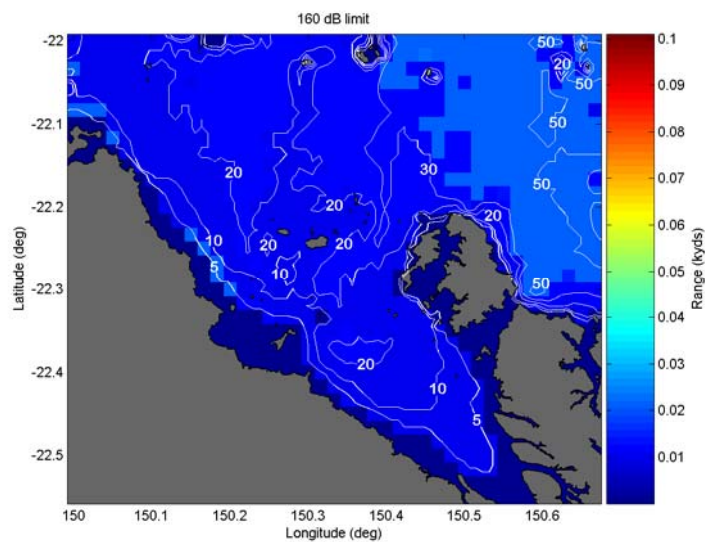


Figure 81: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay



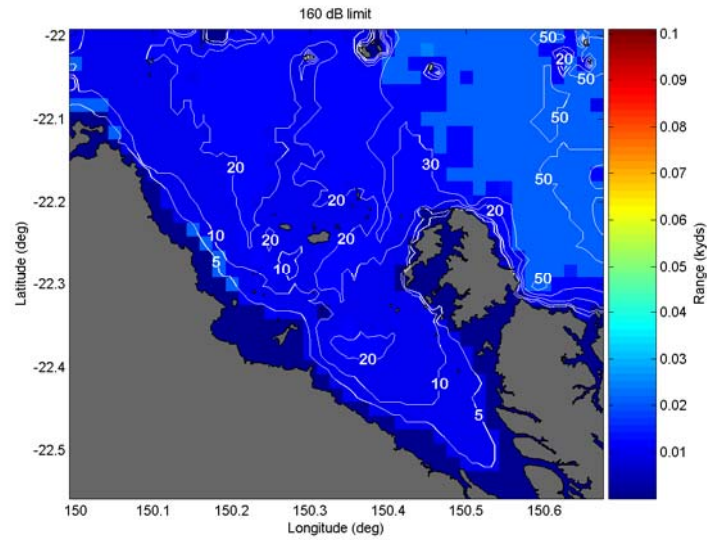


Figure 82: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

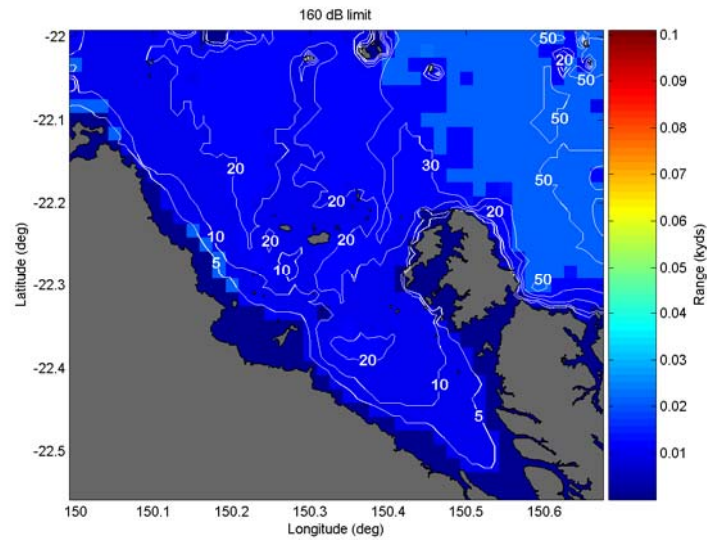


Figure 83: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

#### A.4. Mitigation Ranges for the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz at 160 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

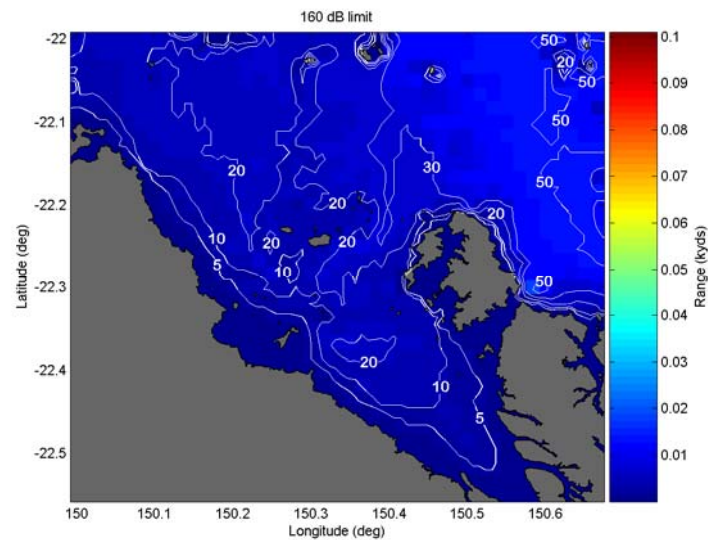


Figure 84: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

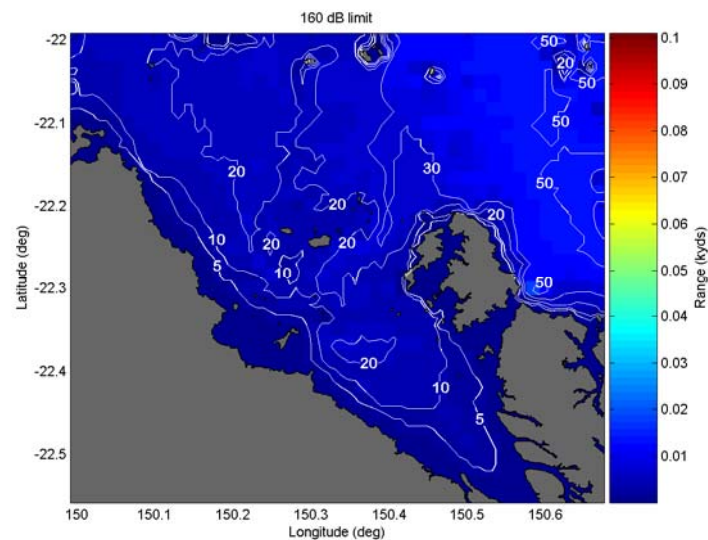


Figure 85: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

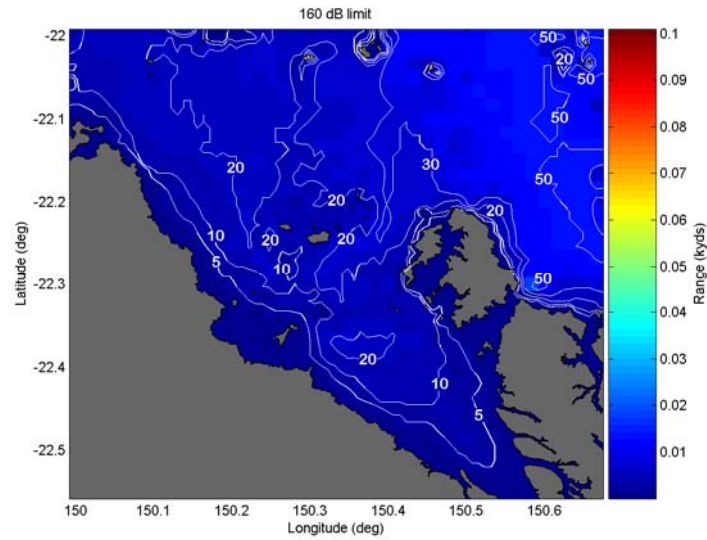


Figure 86: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

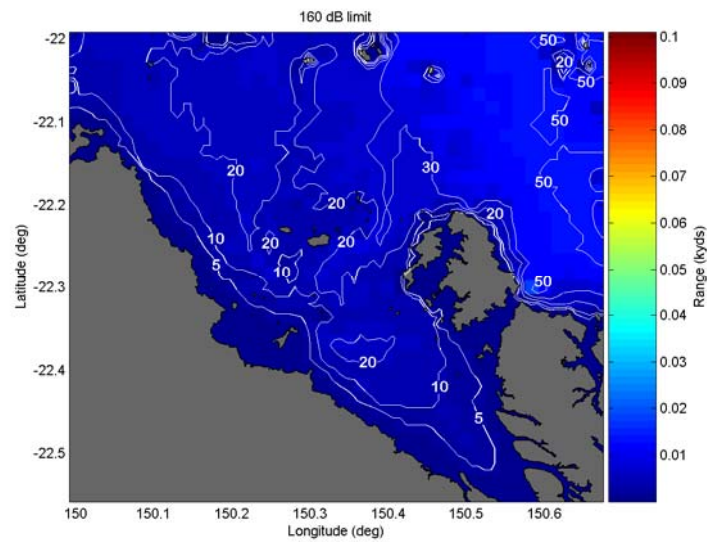


Figure 87: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay



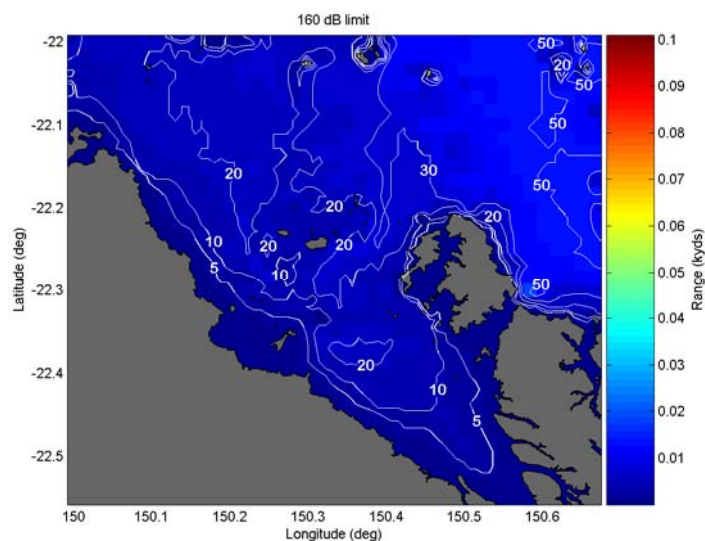


Figure 88: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

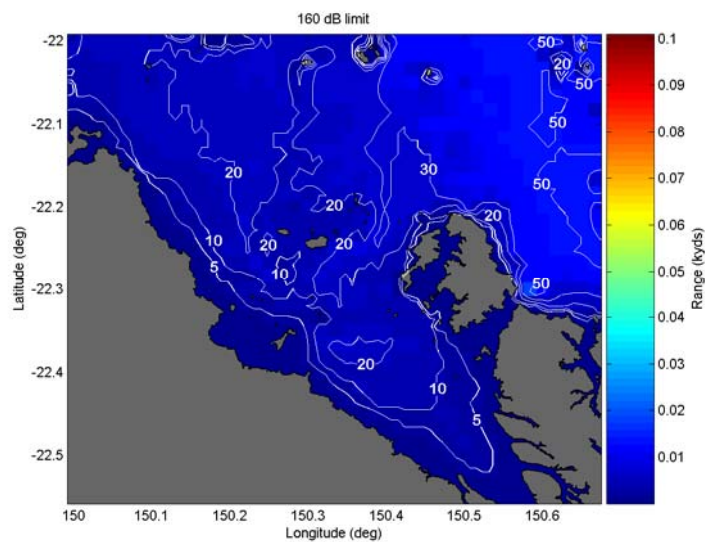


Figure 89: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

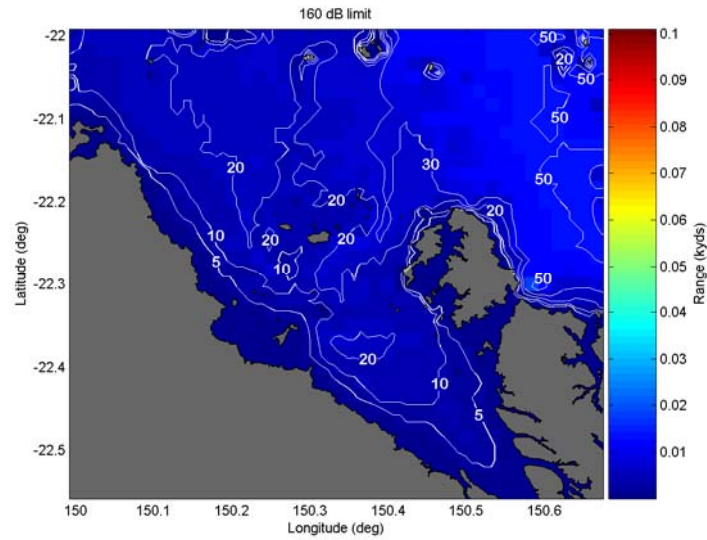


Figure 90: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

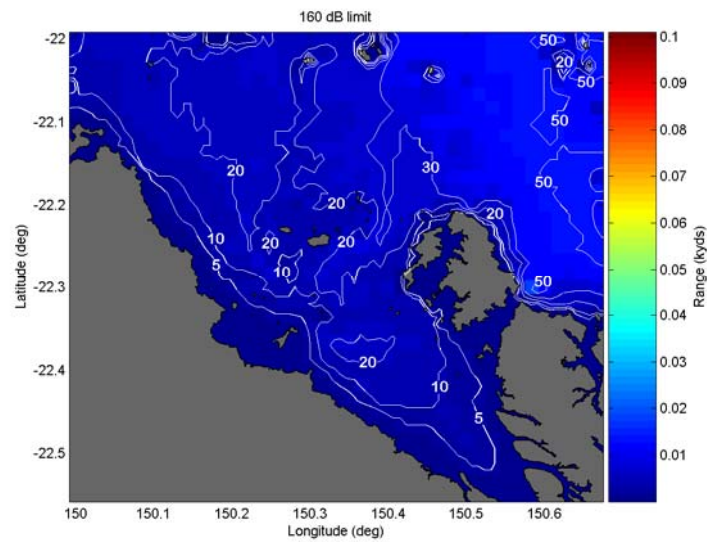


Figure 91: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

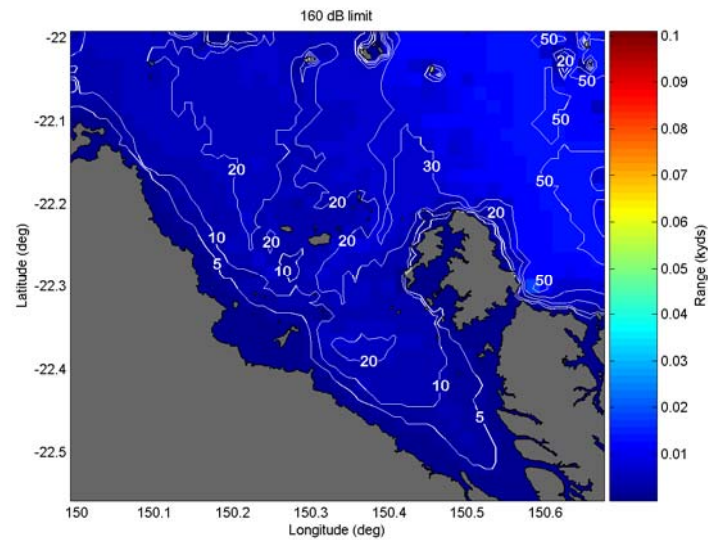


Figure 92: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

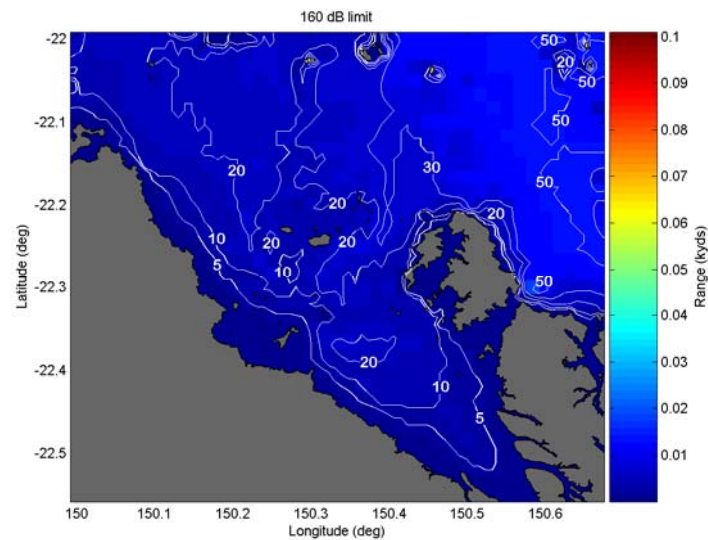


Figure 93: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

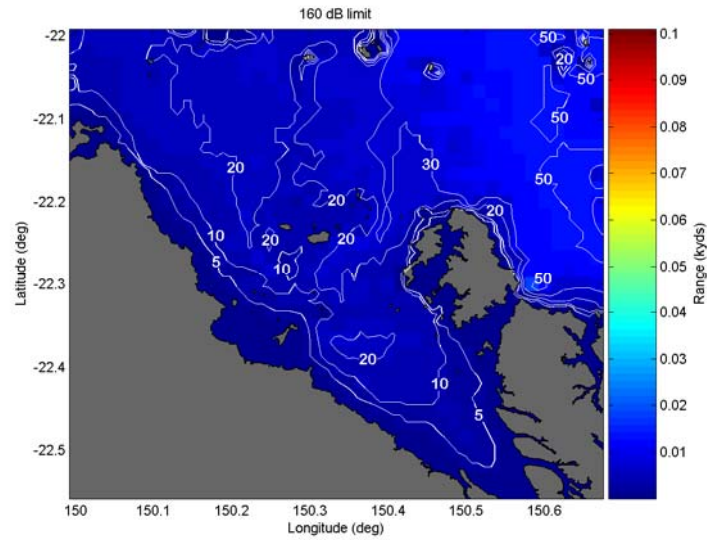


Figure 94: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

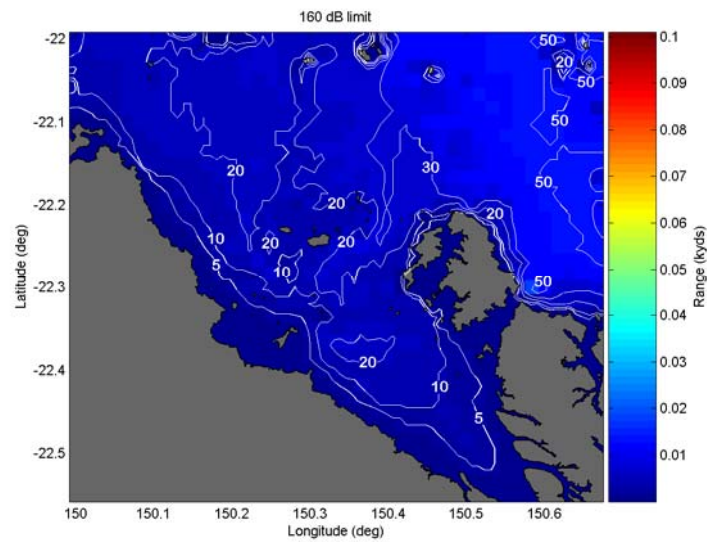


Figure 95: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

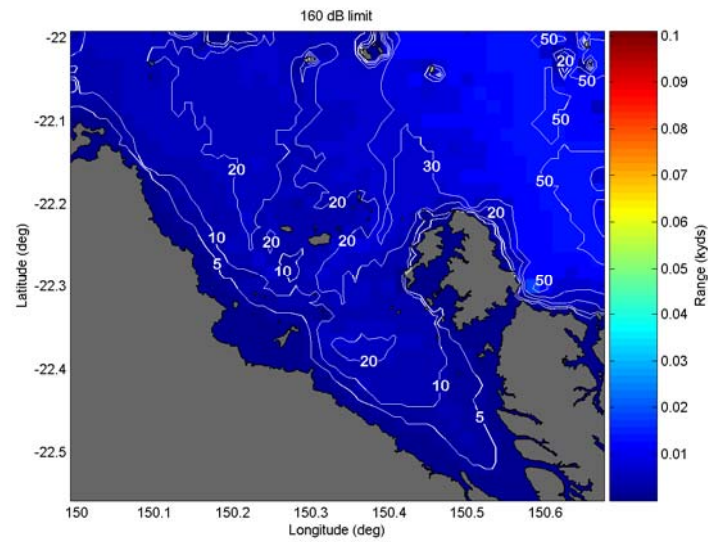


Figure 96: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

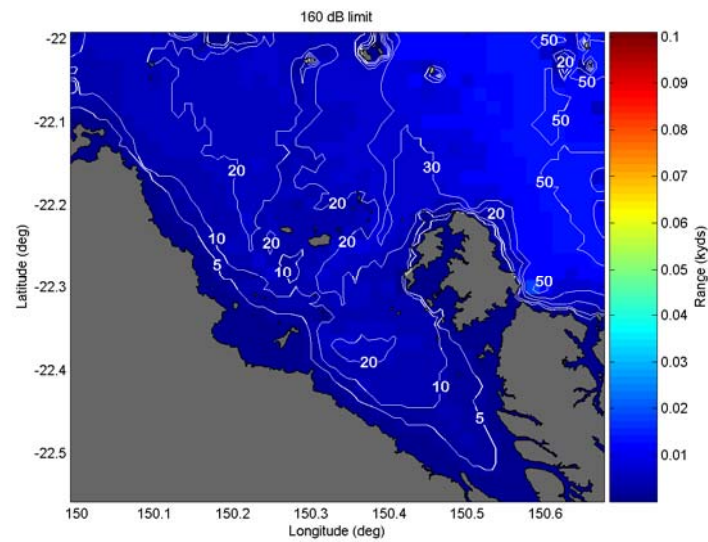


Figure 97: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay



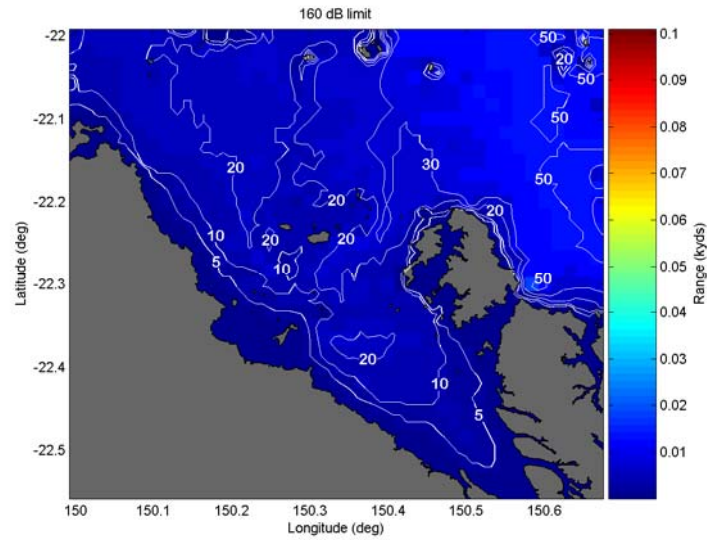


Figure 98: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

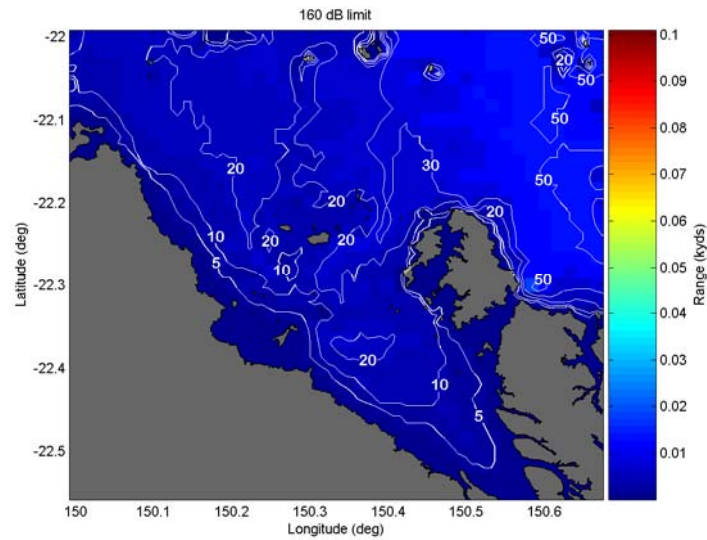


Figure 99: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

### A.5. Mitigation Ranges for the CMAS Forward Looking Sonar using 36 kHz at 160 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

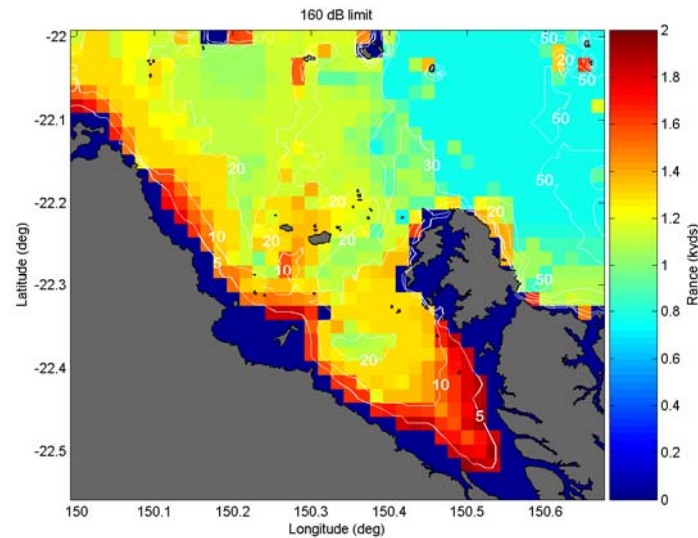


Figure 100: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 0 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

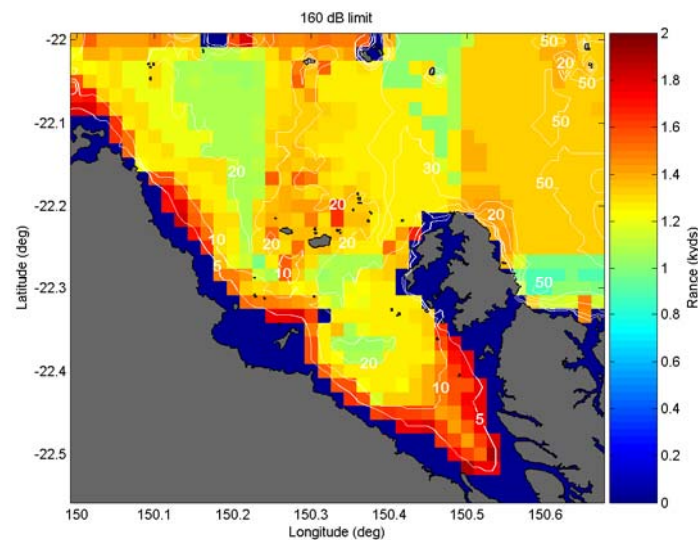


Figure 101: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 0 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

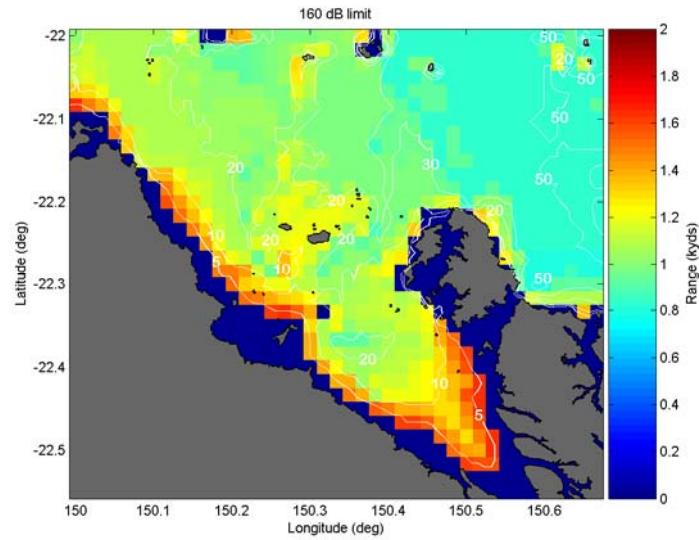


Figure 102: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 0 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

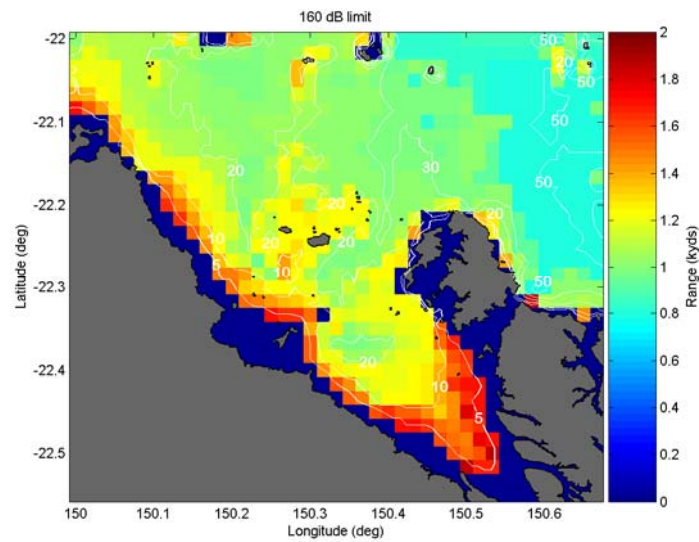


Figure 103: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 0 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay



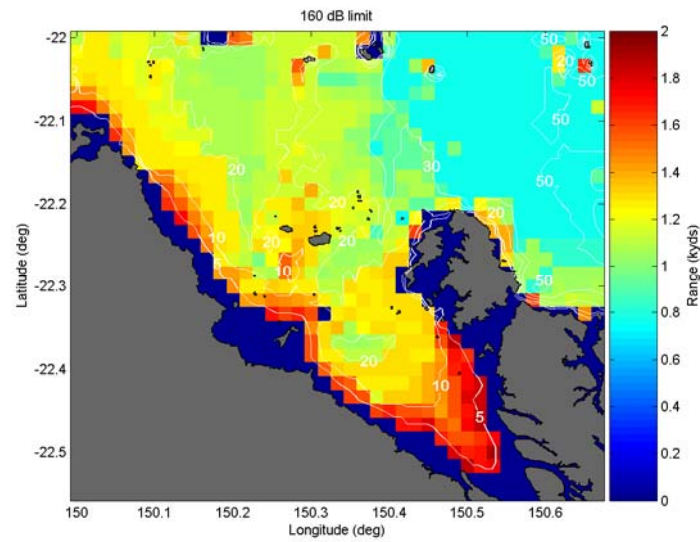


Figure 104: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 1 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

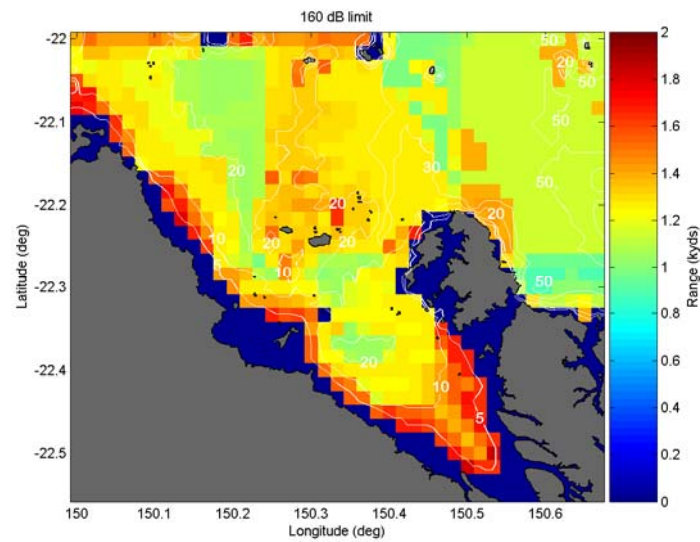


Figure 105: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 1 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

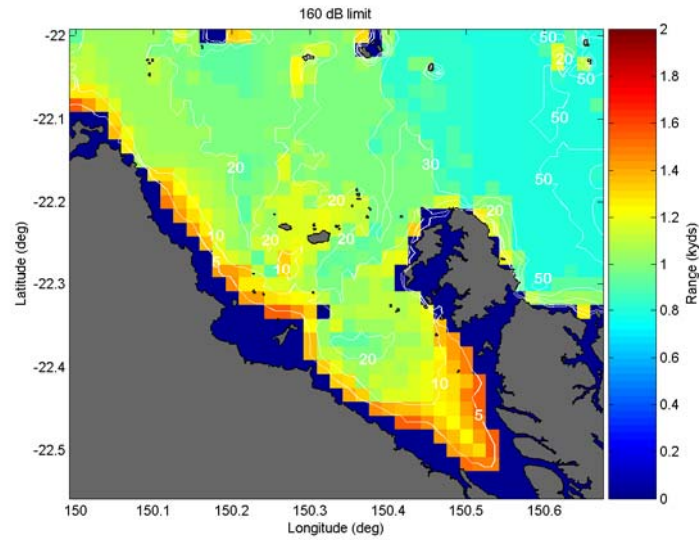


Figure 106: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 1 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

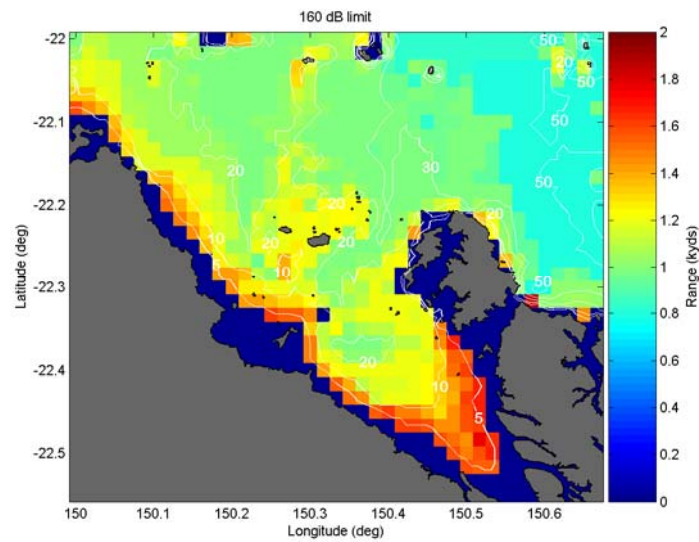


Figure 107: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 1 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

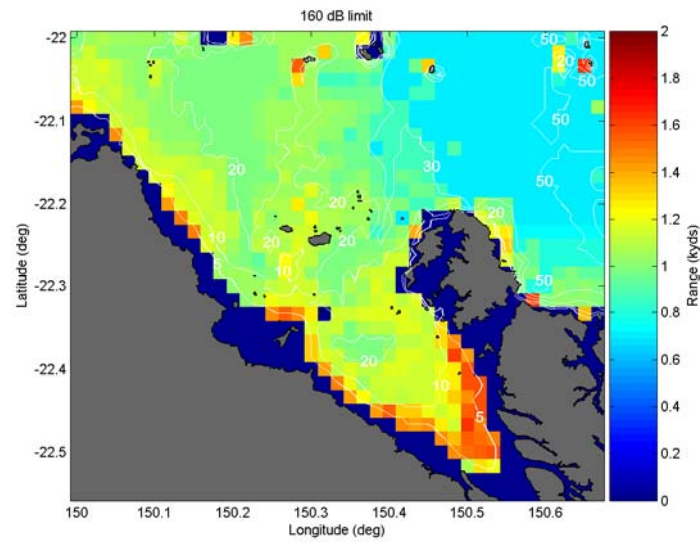


Figure 108: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 2 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

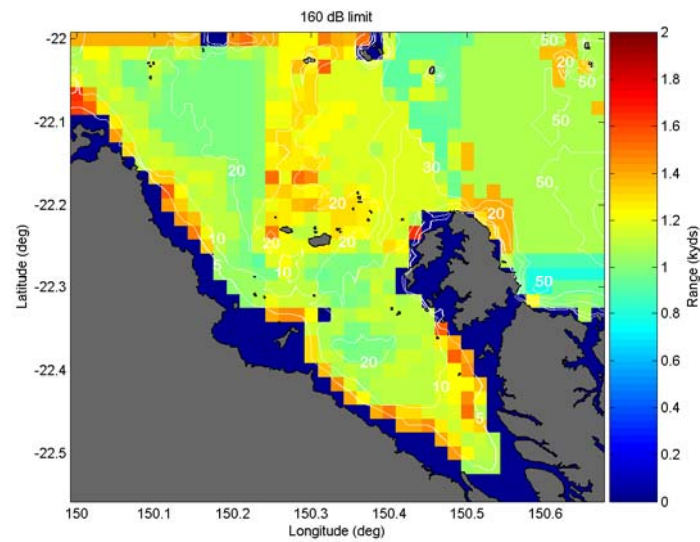


Figure 109: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 2 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

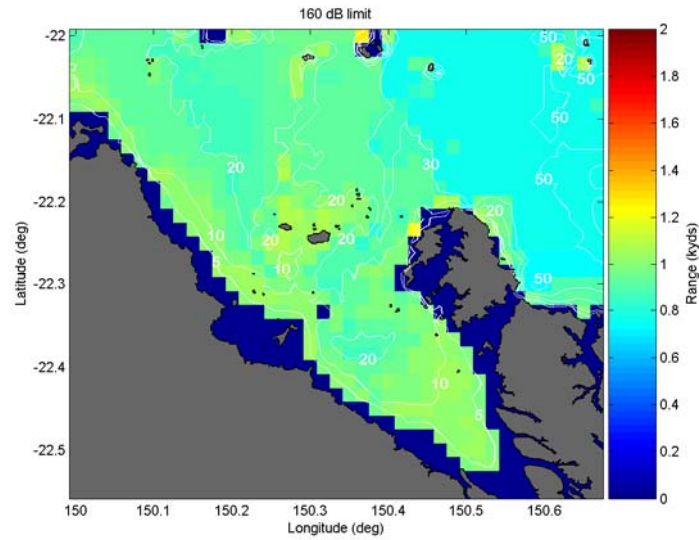


Figure 110: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 2 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

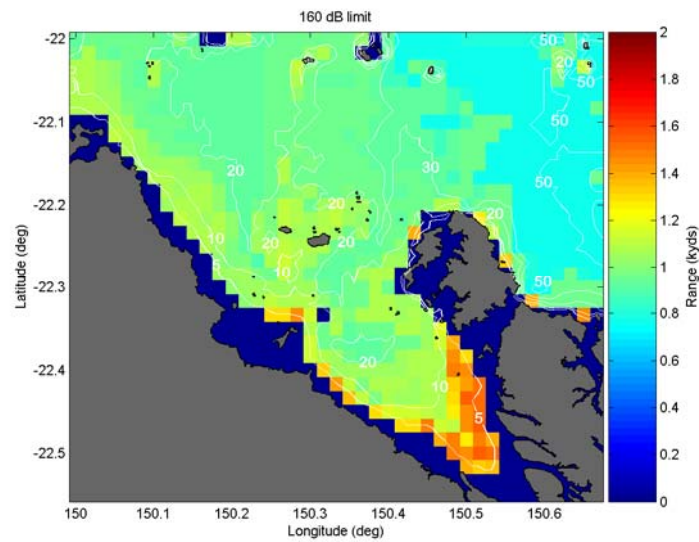


Figure 111: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 2 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

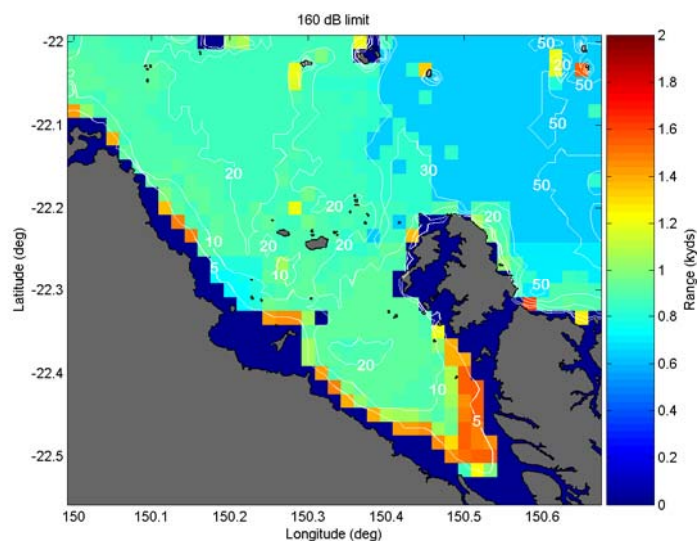


Figure 112: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 4 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

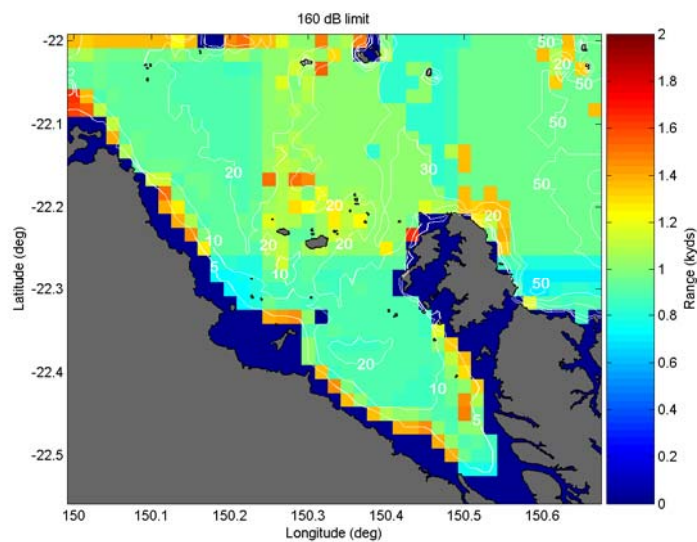


Figure 113: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 4 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay



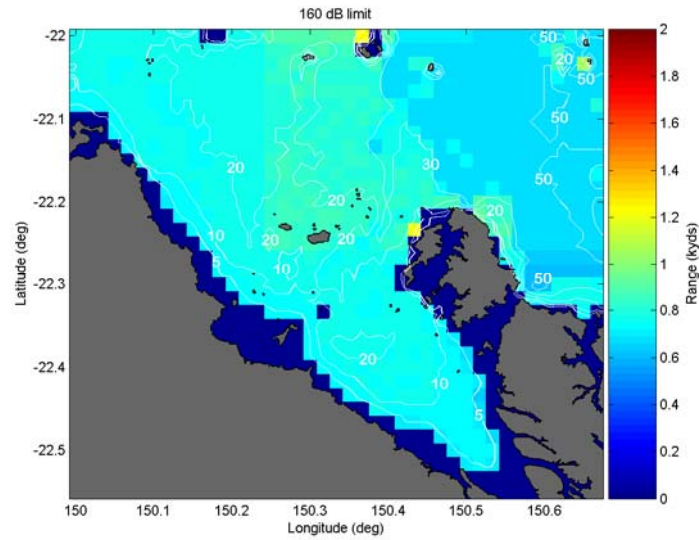


Figure 114: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 4 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

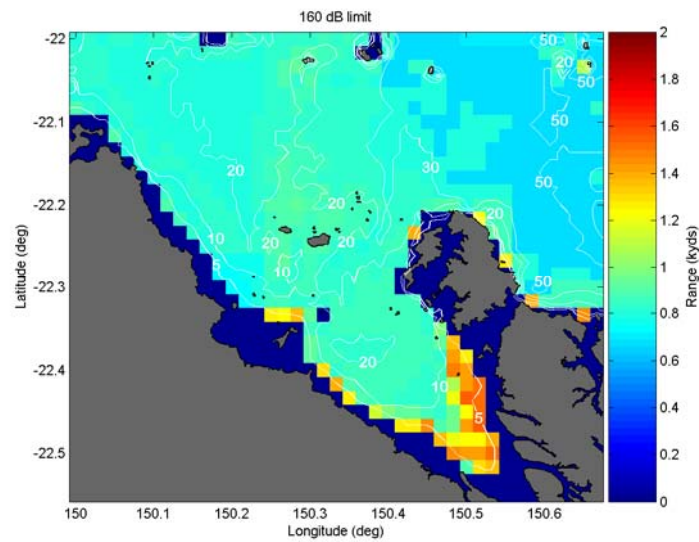


Figure 115: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 4 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

### A.6. Mitigation Ranges for the CMAS Forward Looking Sonar using 39 kHz at 160 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

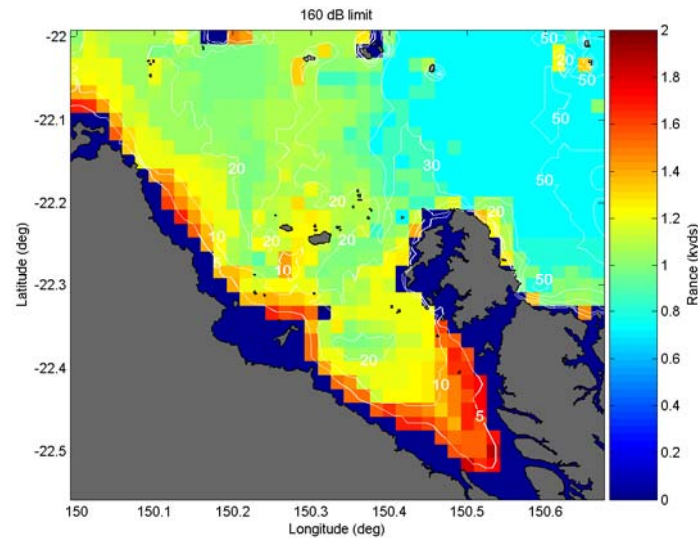


Figure 116: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 0 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

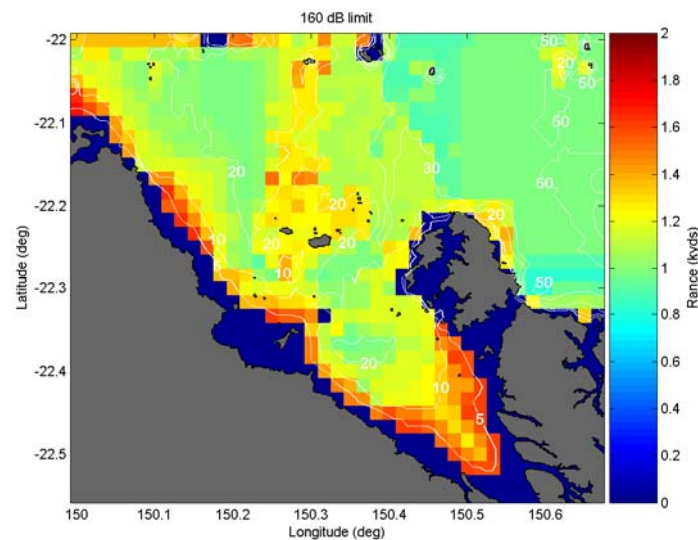


Figure 117: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 0 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay



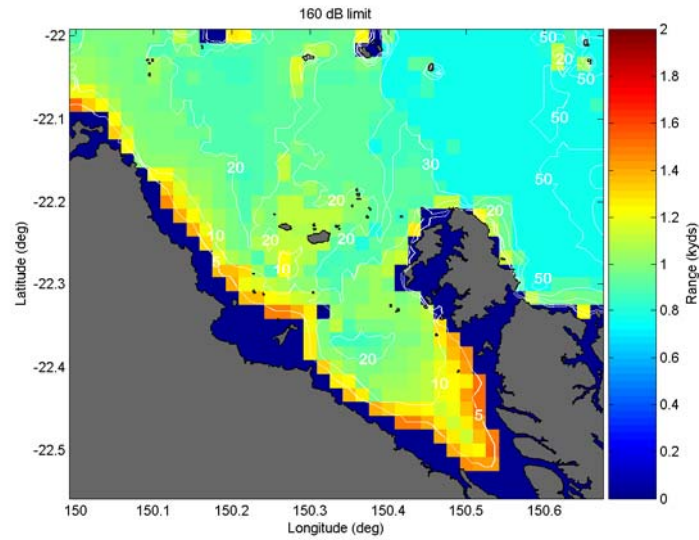


Figure 118: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 0 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

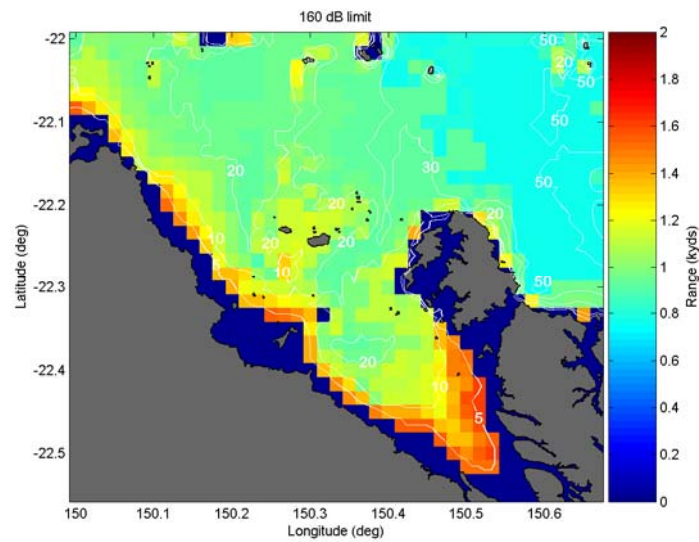


Figure 119: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 0 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

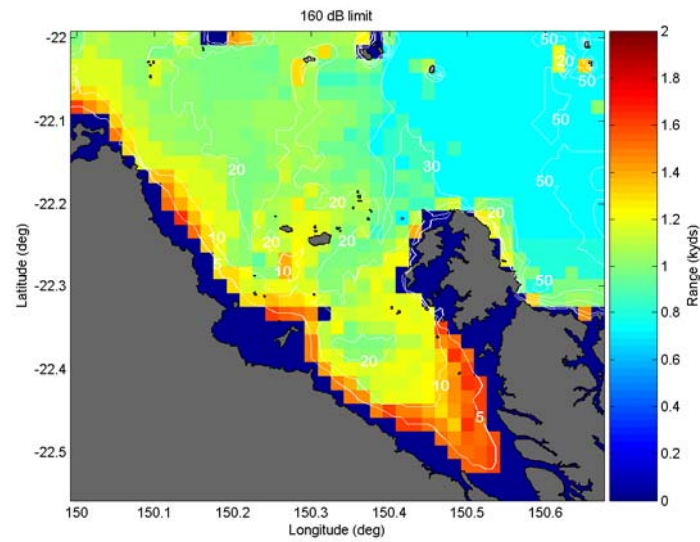


Figure 120: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 1 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

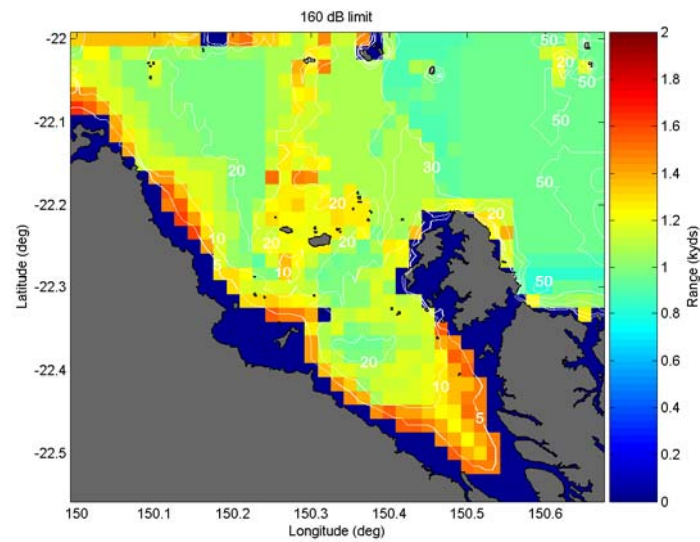


Figure 121: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 1 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

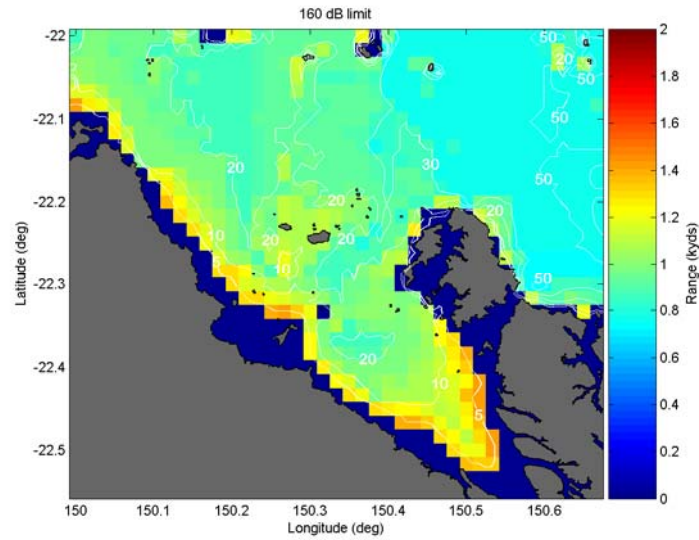


Figure 122: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 1 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

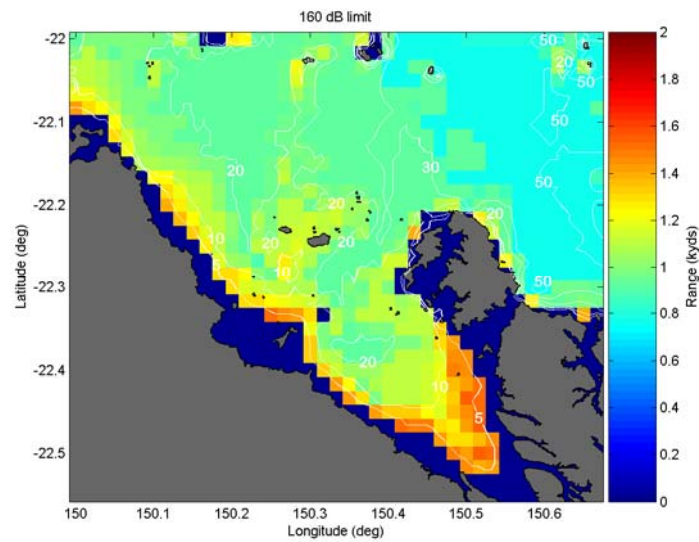


Figure 123: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 1 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

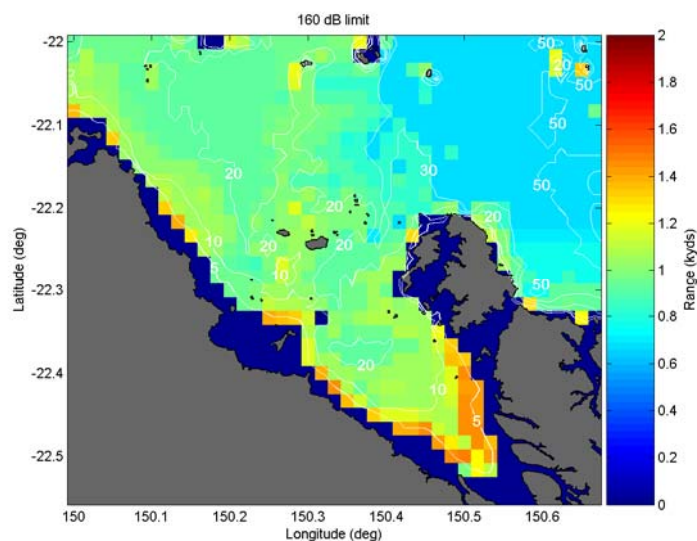


Figure 124: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 2 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

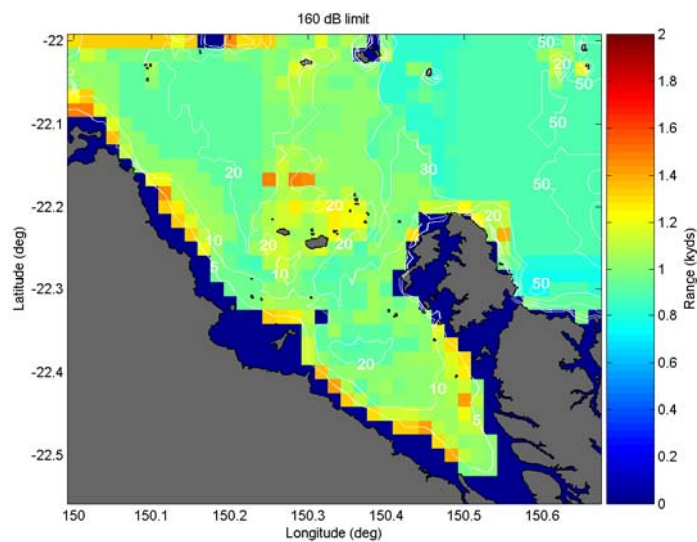


Figure 125: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 2 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

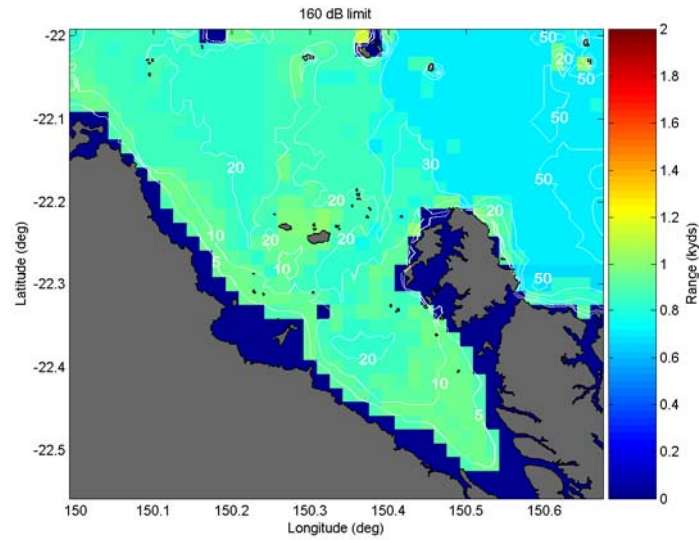


Figure 126: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 2 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

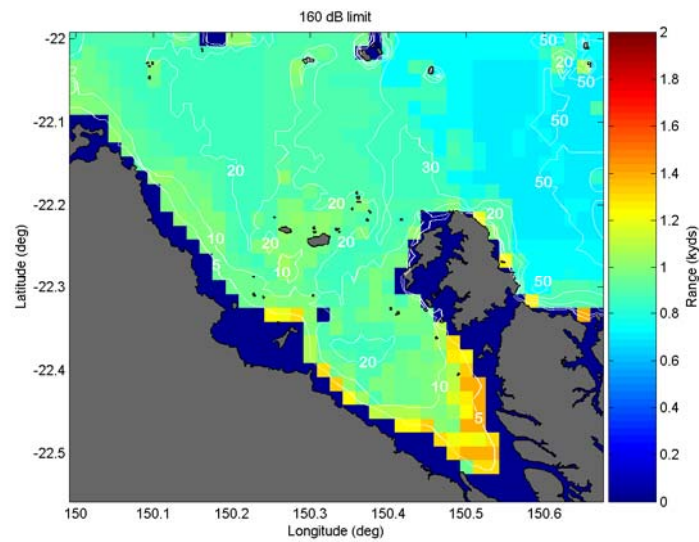


Figure 127: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 2 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay



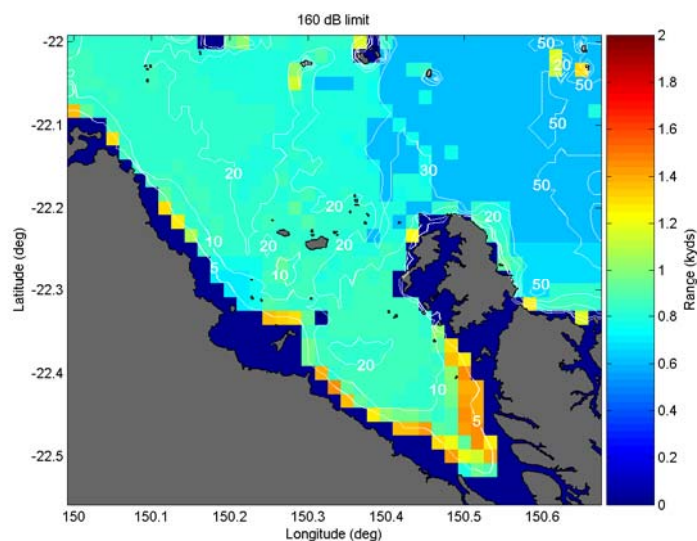


Figure 128: Mitigation ranges required for a received acoustic pressure level of 160 dB during January at sea state 4 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

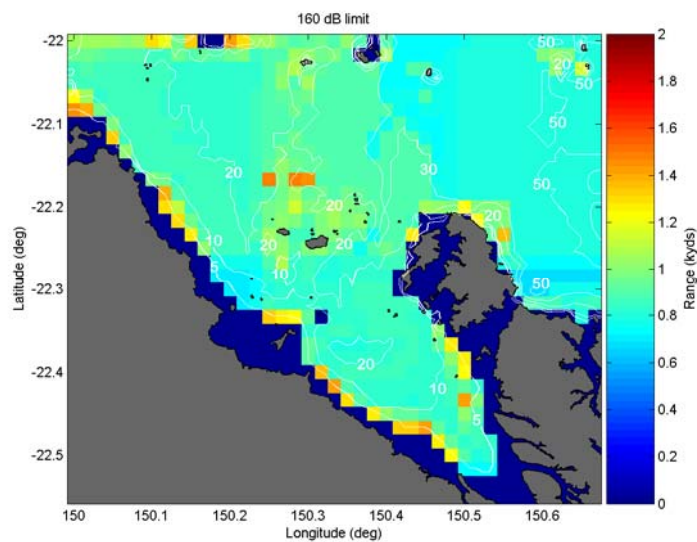


Figure 129: Mitigation ranges required for a received acoustic pressure level of 160 dB during April at sea state 4 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay



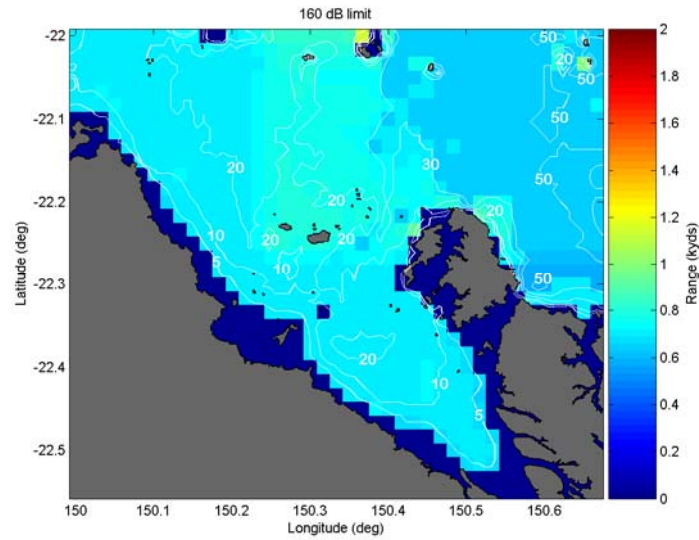


Figure 130: Mitigation ranges required for a received acoustic pressure level of 160 dB during July at sea state 4 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

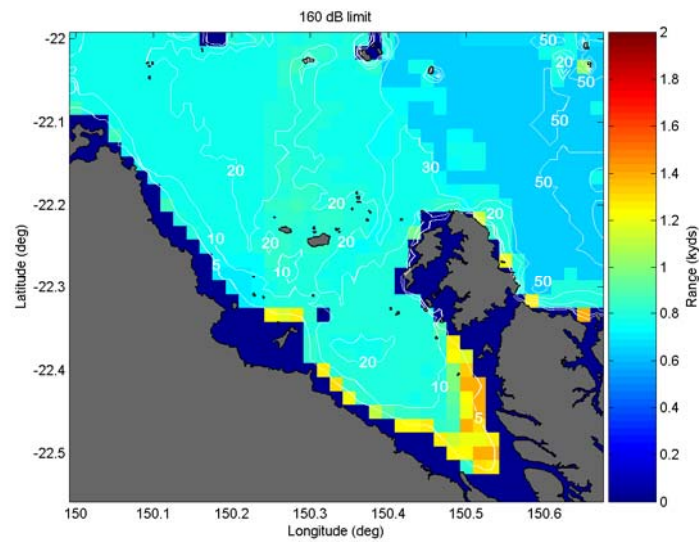


Figure 131: Mitigation ranges required for a received acoustic pressure level of 160 dB during October at sea state 4 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

### A.7. Mitigation Ranges for the Fansweep 20 Multibeam Echo Sounder at 182 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

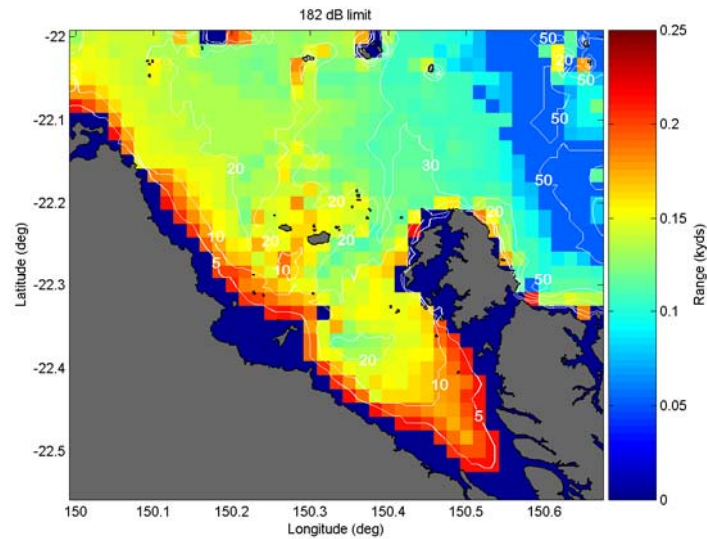


Figure 132: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 0 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

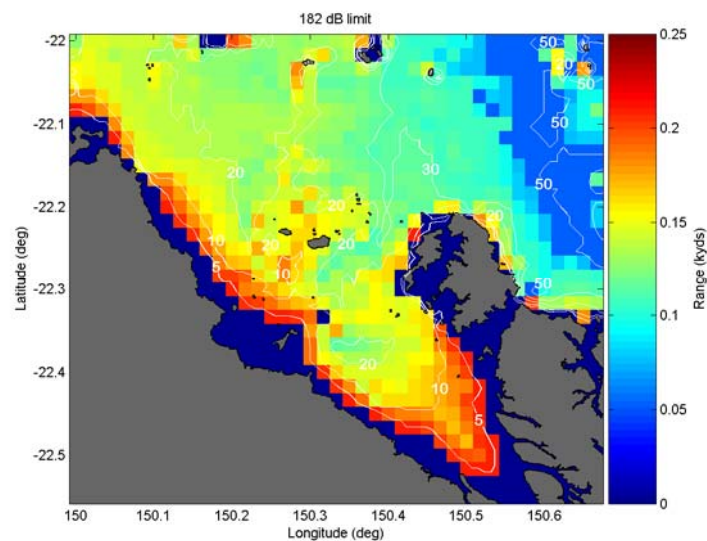


Figure 133: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 0 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

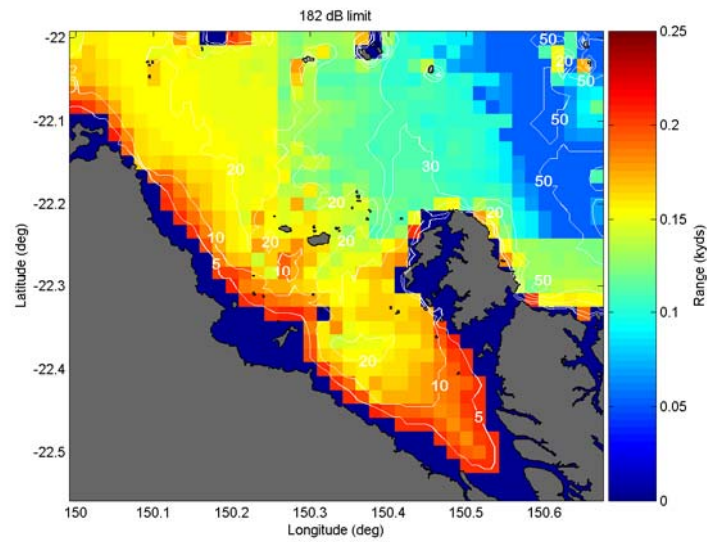


Figure 134: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 0 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

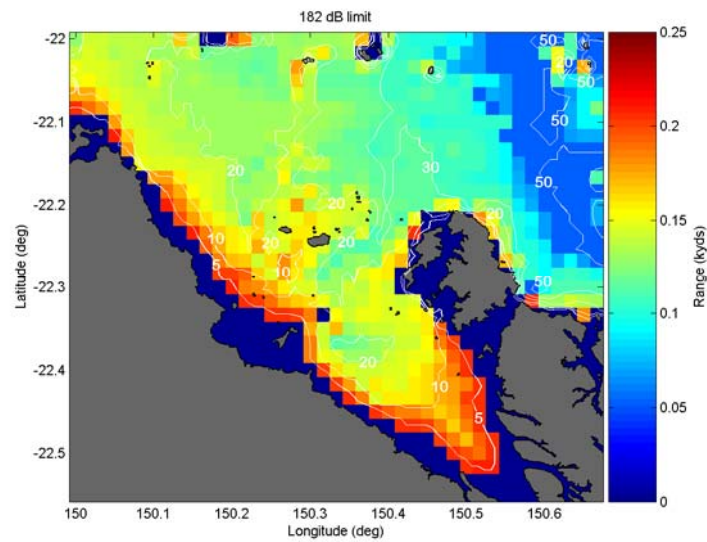


Figure 135: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 0 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

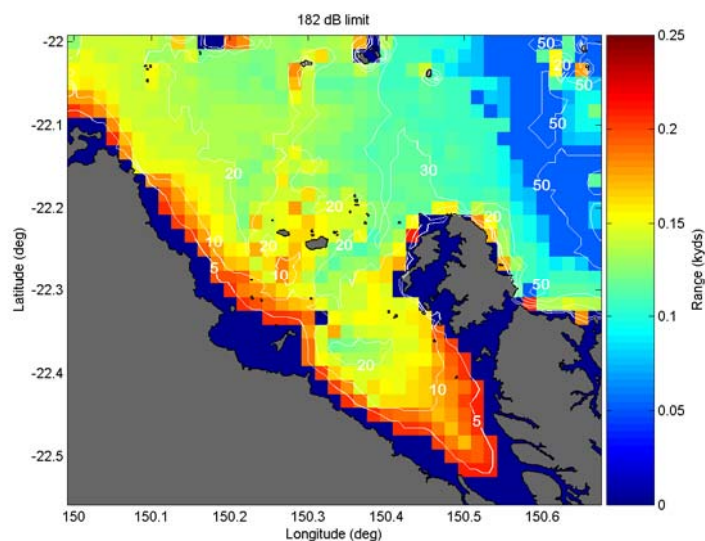


Figure 136: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 1 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

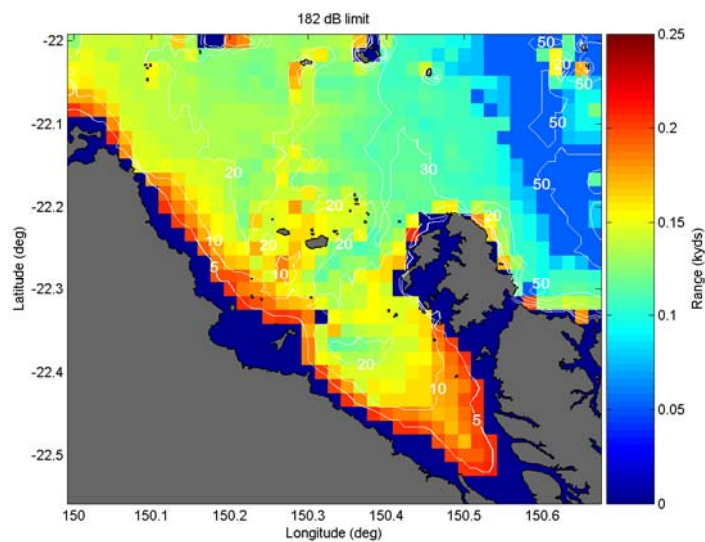


Figure 137: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 1 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

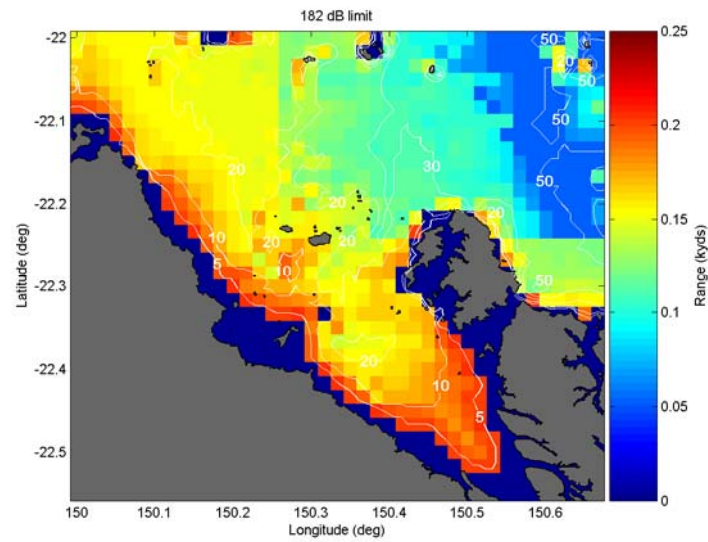


Figure 138: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 1 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

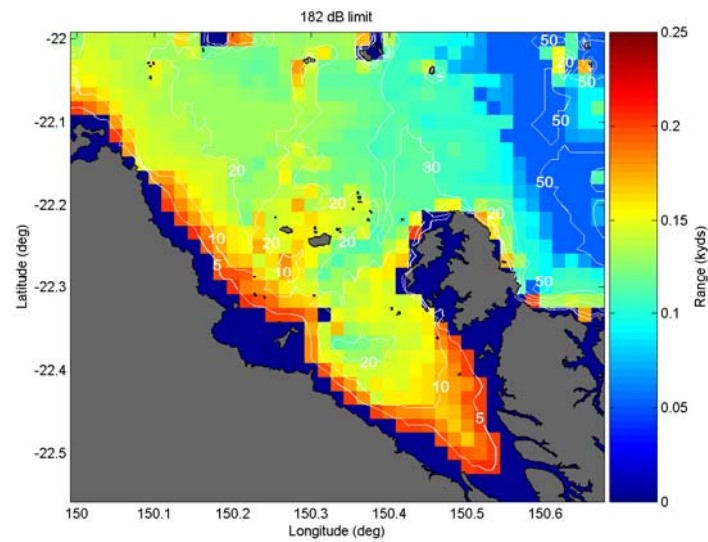


Figure 139: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 1 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay



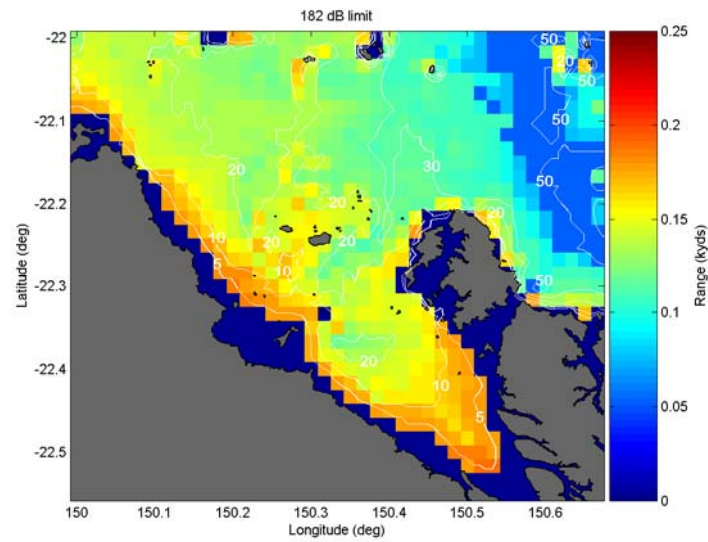


Figure 140: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 2 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

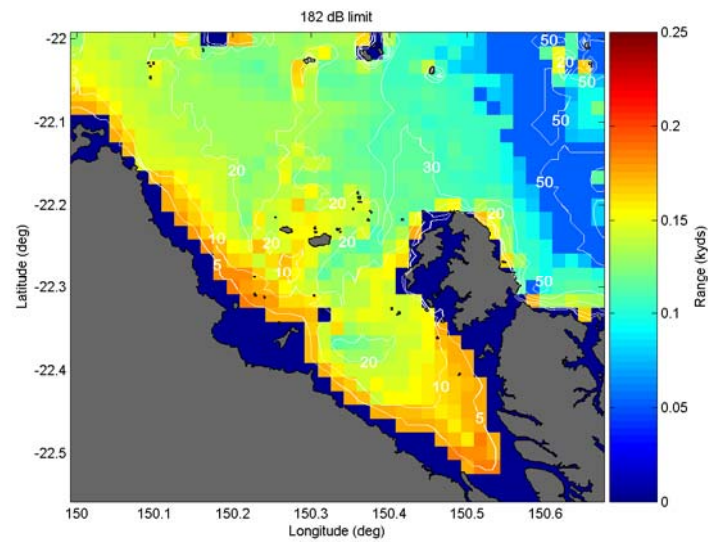


Figure 141: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 2 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay



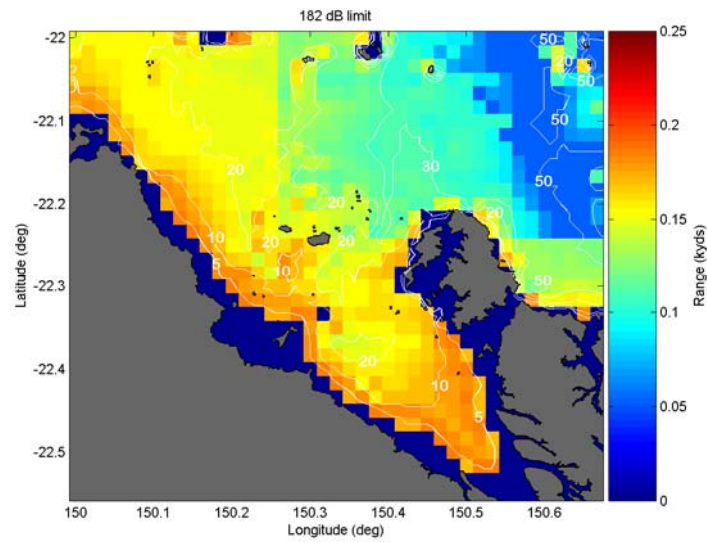


Figure 142: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 2 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

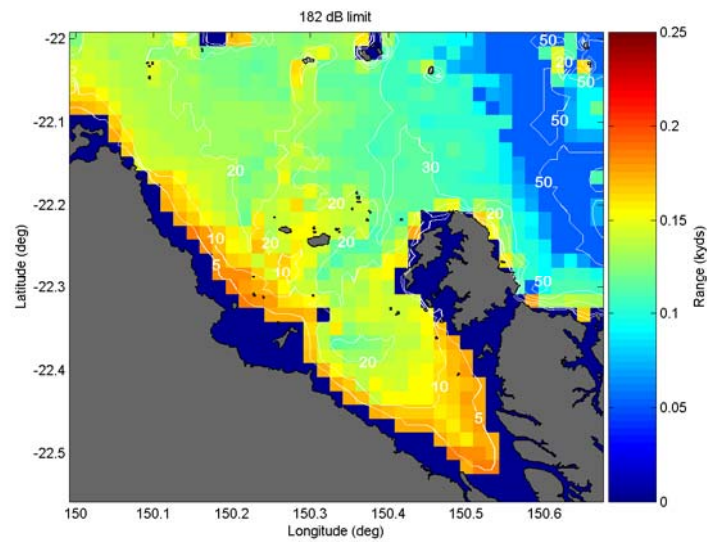


Figure 143: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 2 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

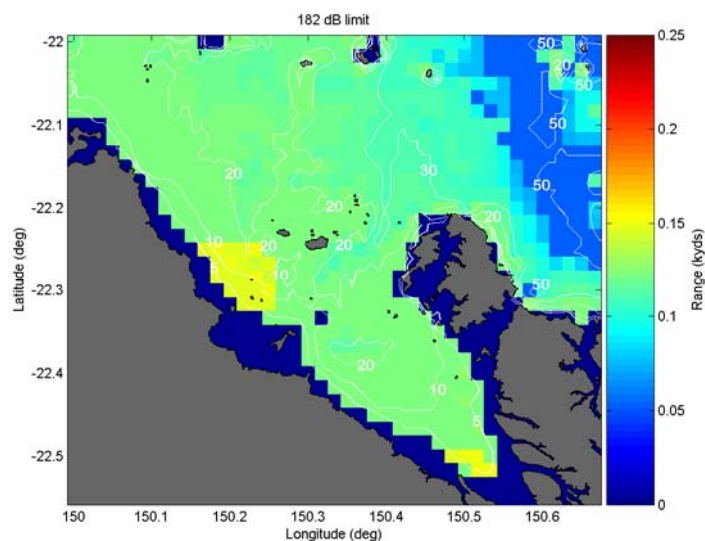


Figure 144: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 4 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

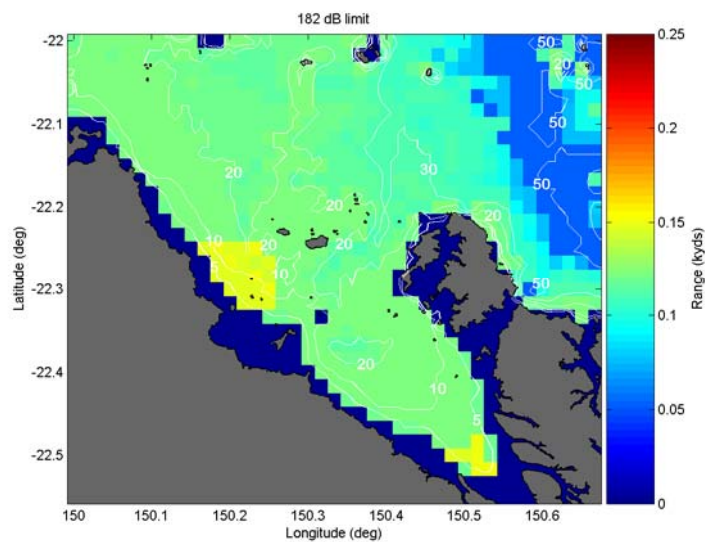


Figure 145: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 4 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

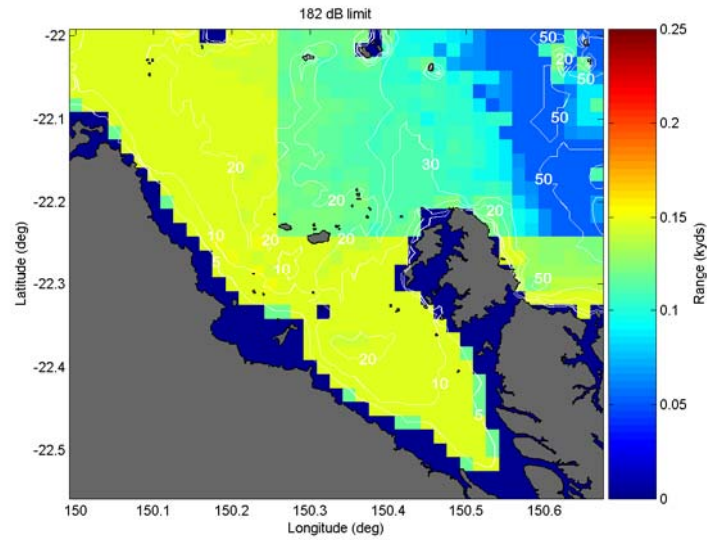


Figure 146: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 4 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

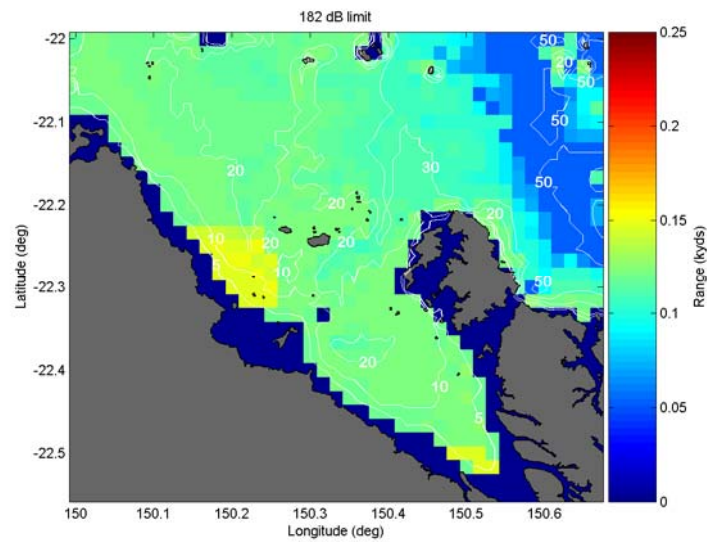


Figure 147: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 4 on the Fansweep 20 Multibeam Echo Sounder over medium sand in Shoalwater Bay

### A.8. Mitigation Ranges for the Klein 2000 Towed Light Weight Side Scan Sonar at 182 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

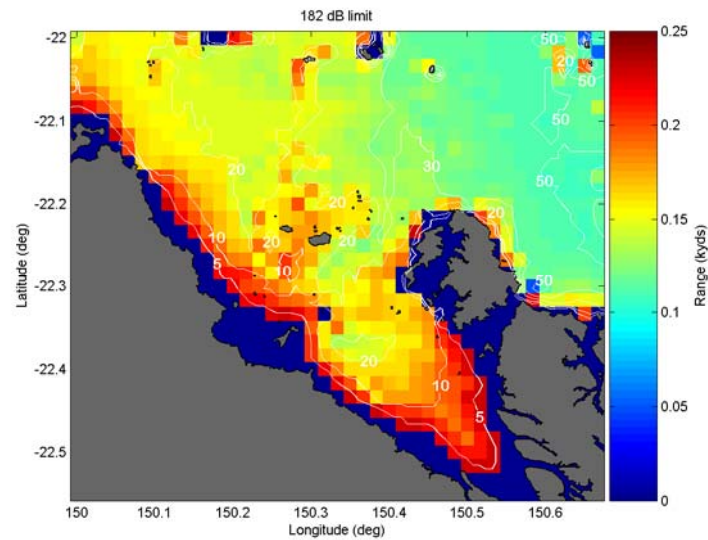


Figure 148: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

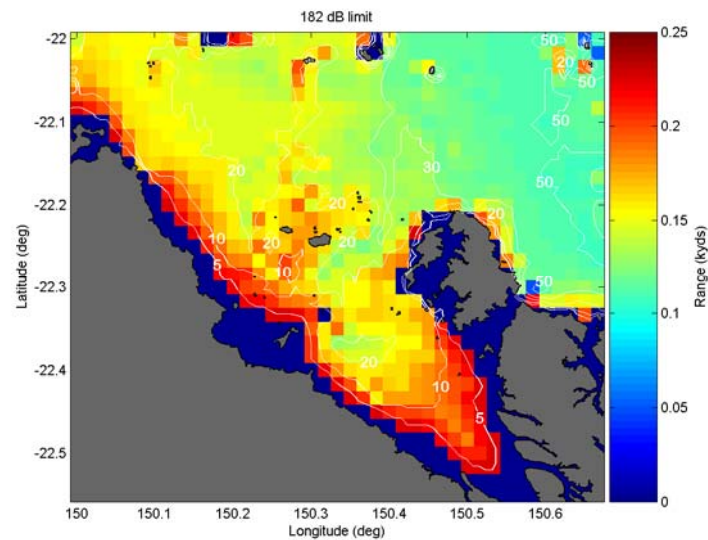


Figure 149: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

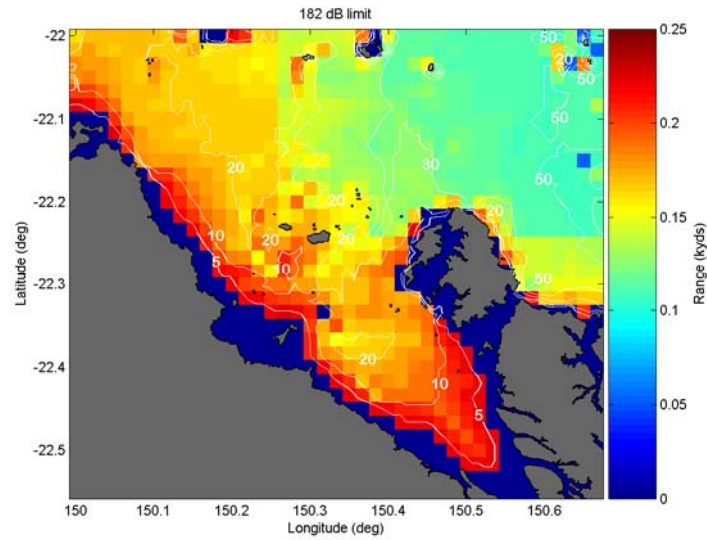


Figure 150: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

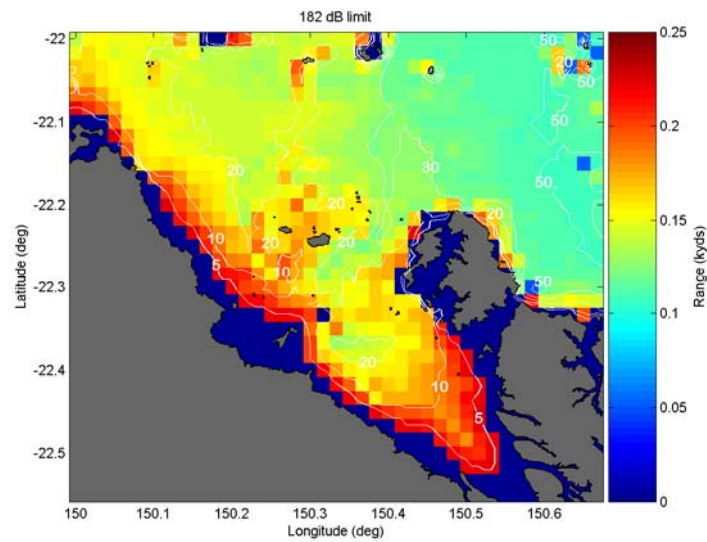


Figure 151: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 0 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay



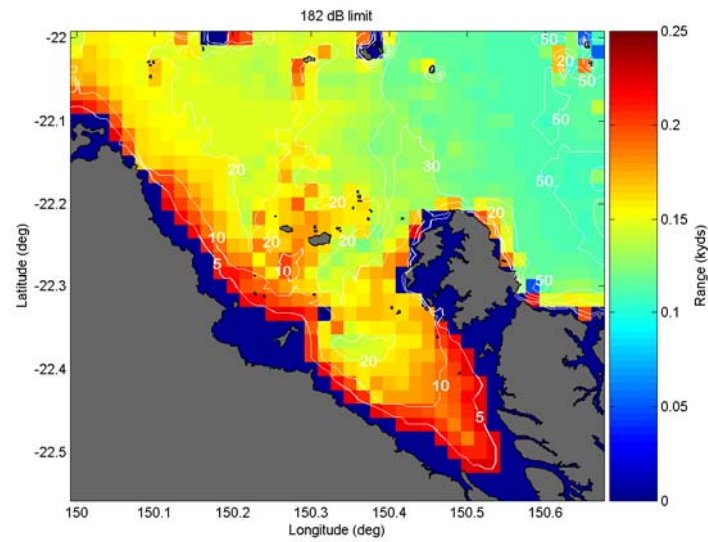


Figure 152: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

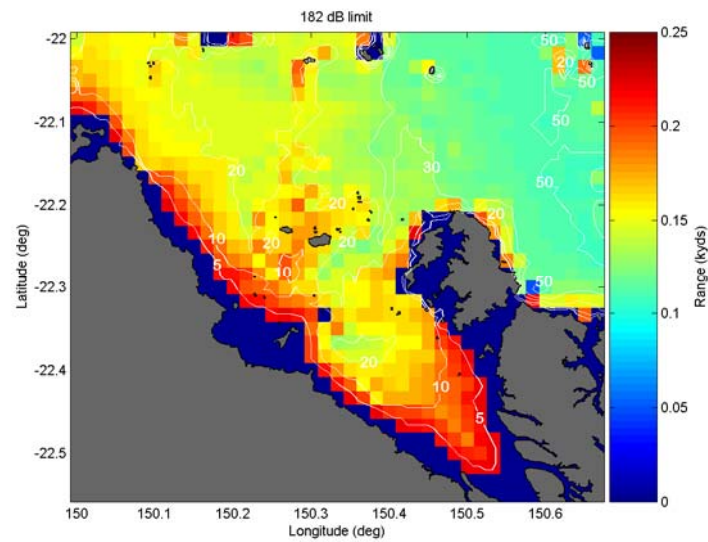


Figure 153: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay



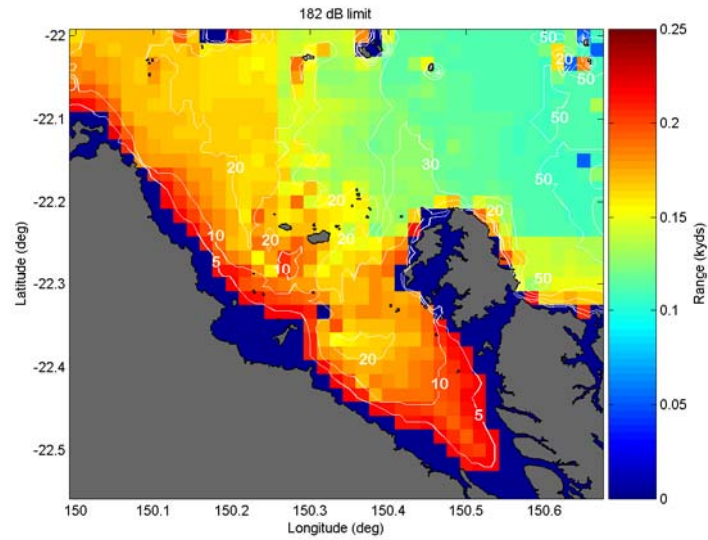


Figure 154: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

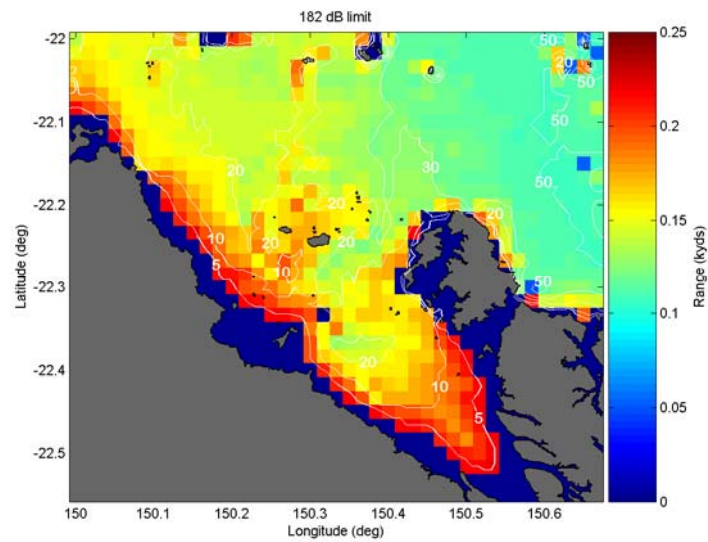


Figure 155: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 1 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

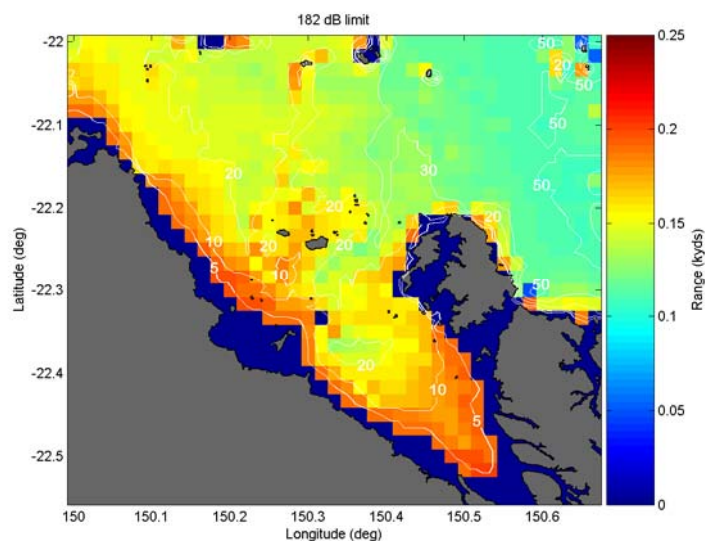


Figure 156: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

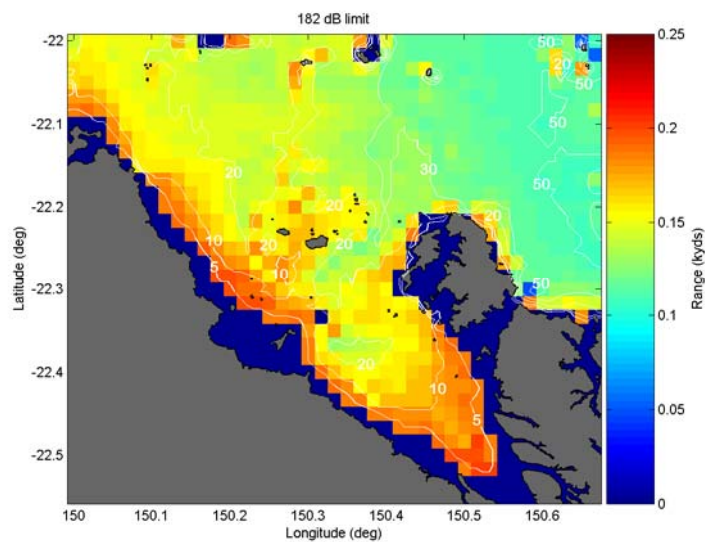


Figure 157: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

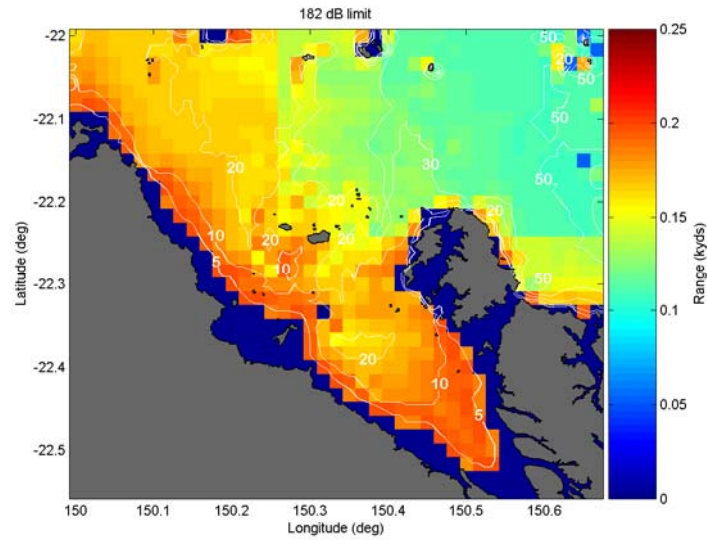


Figure 158: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

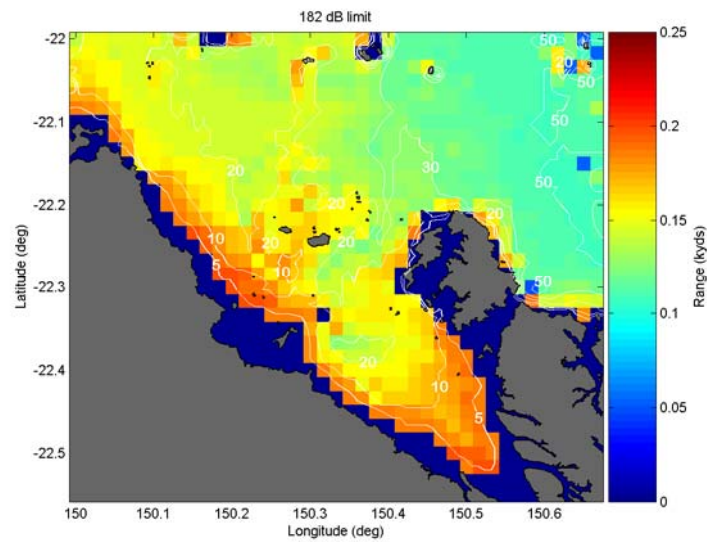


Figure 159: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 2 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

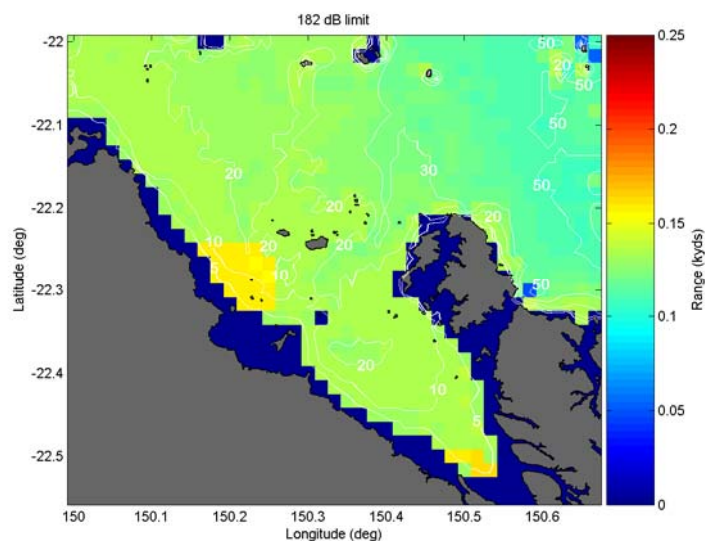


Figure 160: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

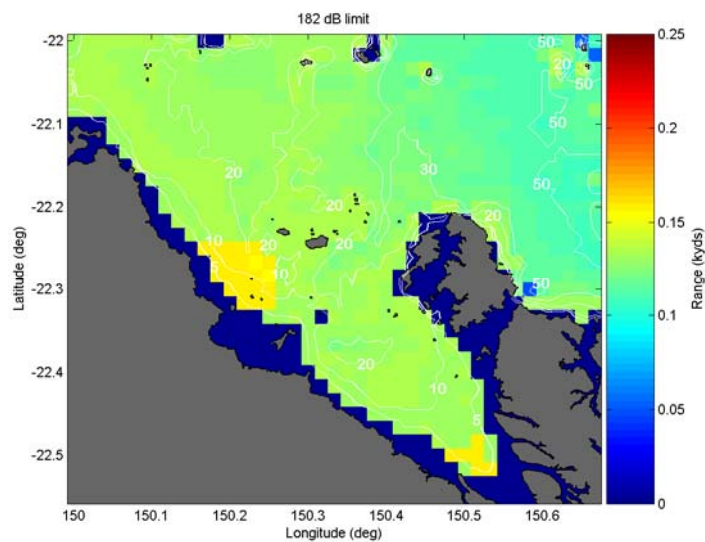


Figure 161: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

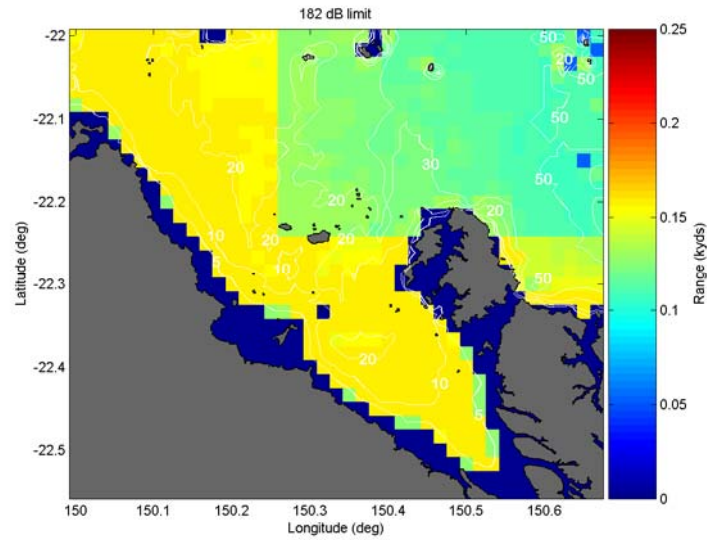


Figure 162: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay

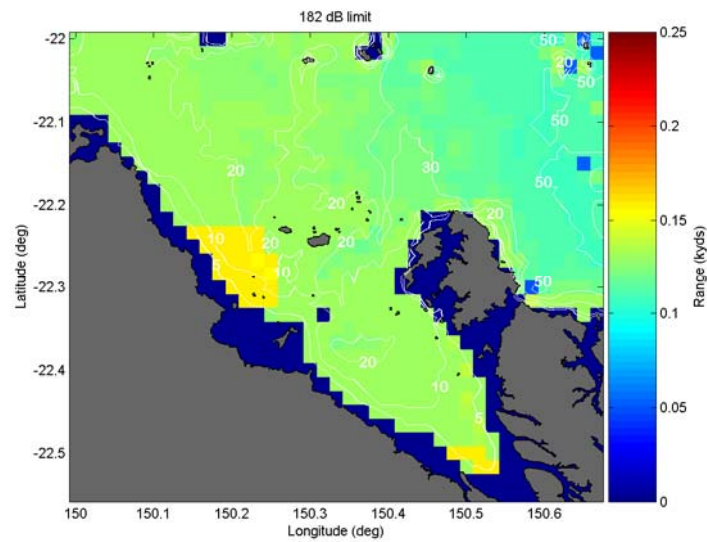


Figure 163: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 4 on the Klein 2000 Towed Light Weight Side Scan Sonar over medium sand in Shoalwater Bay



### A.9. Mitigation Ranges for the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz at 182 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

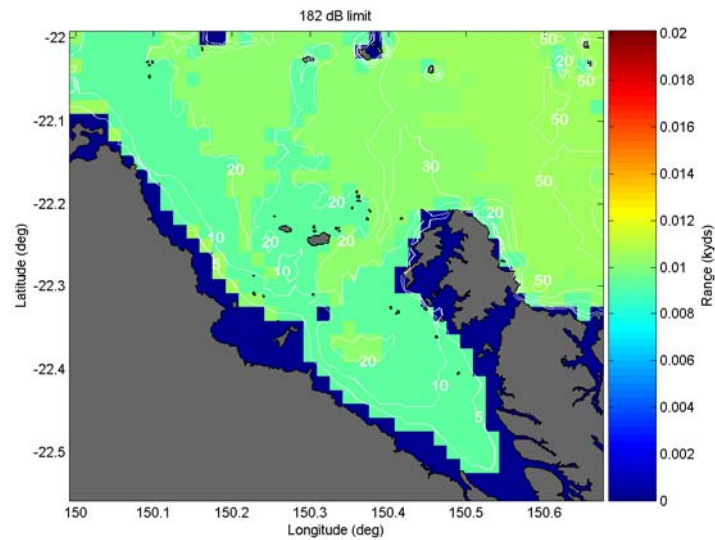


Figure 164: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

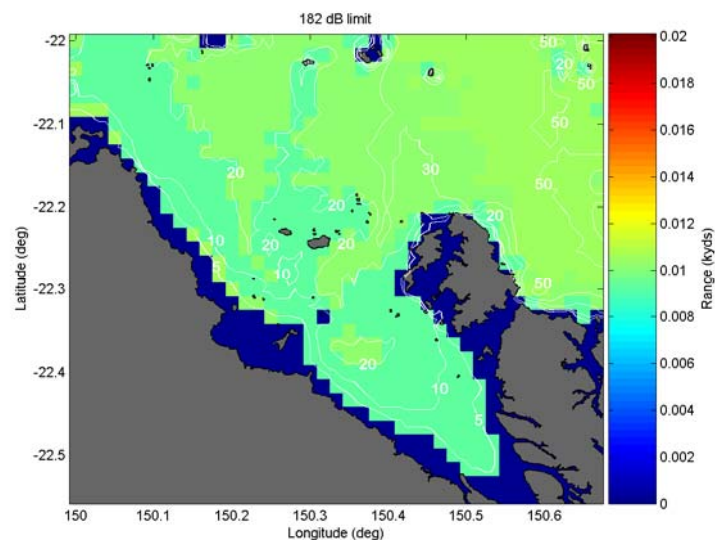


Figure 165: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay



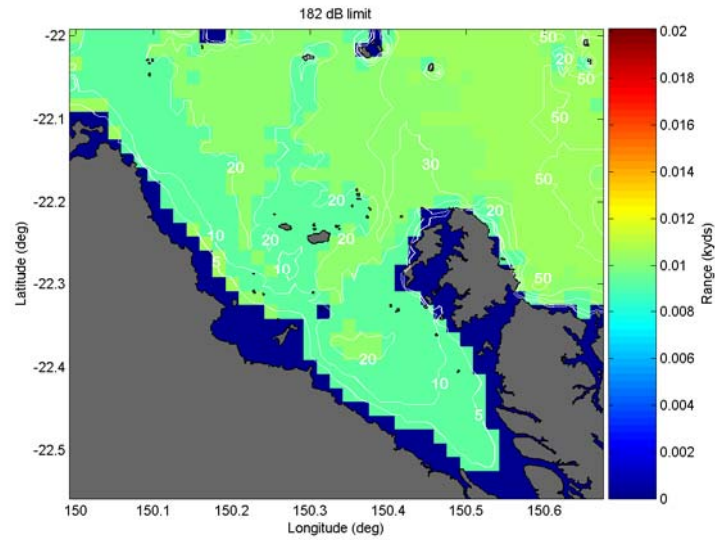


Figure 166: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

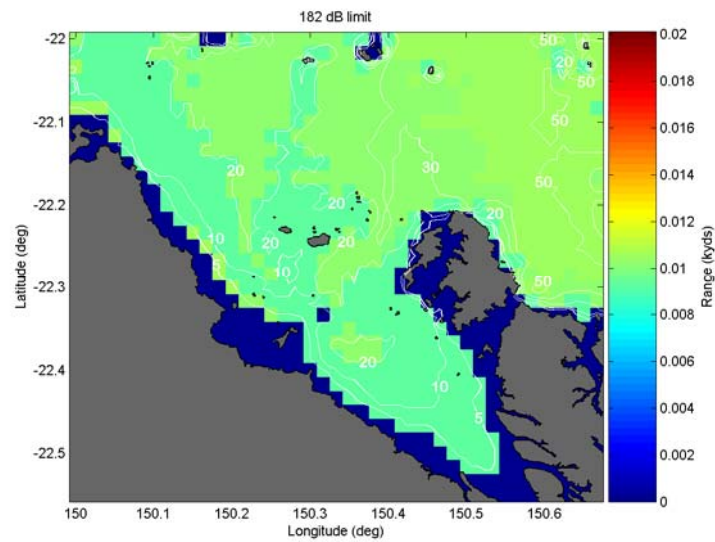


Figure 167: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

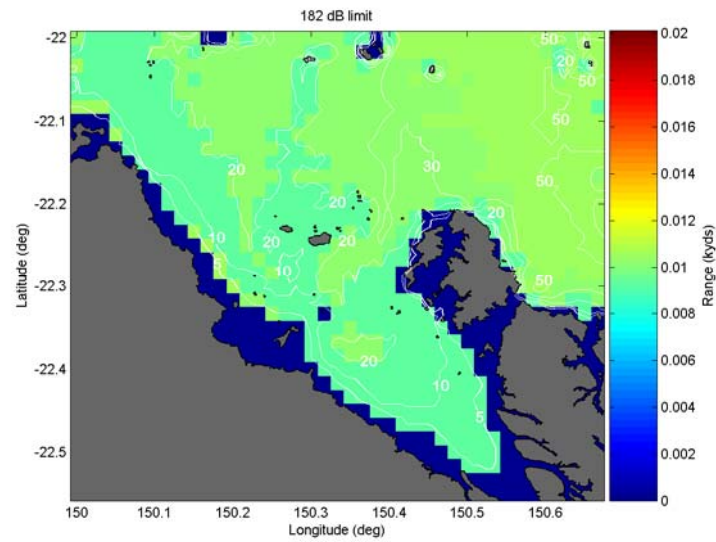


Figure 168: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

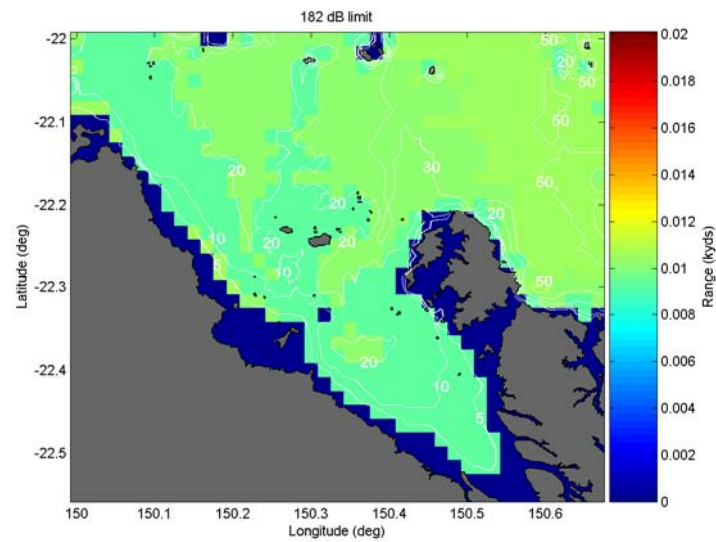


Figure 169: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

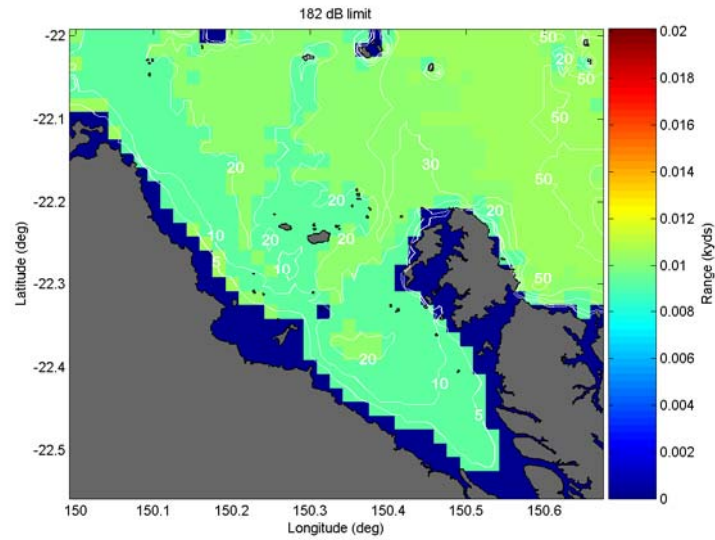


Figure 170: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

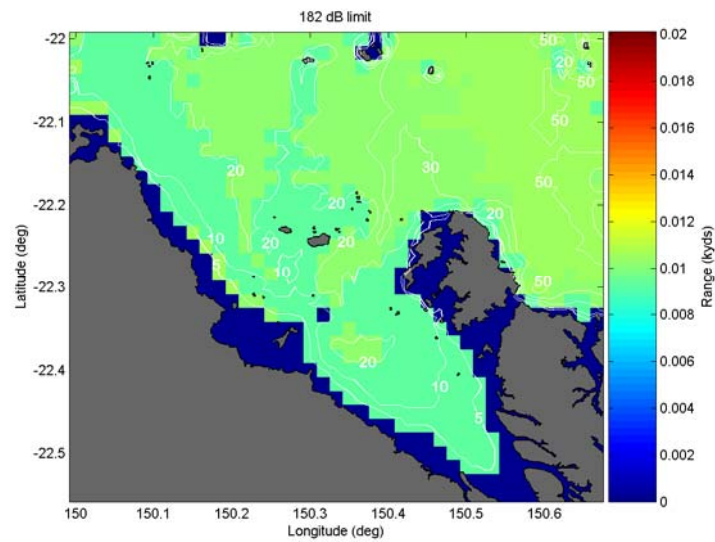


Figure 171: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

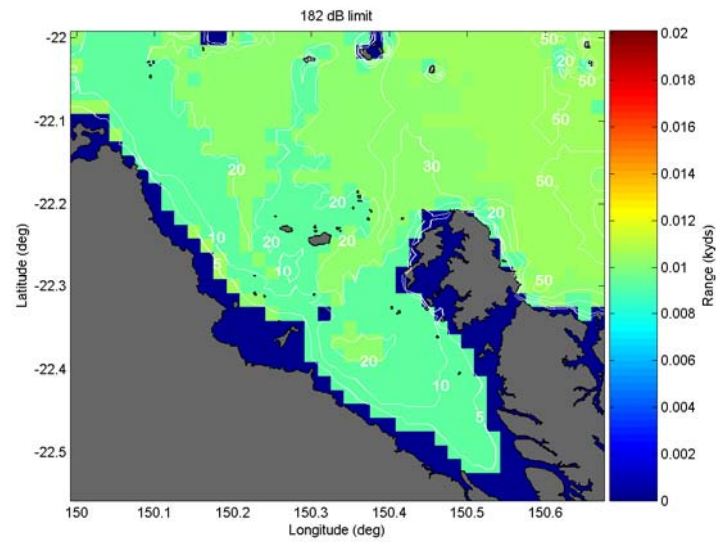


Figure 172: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

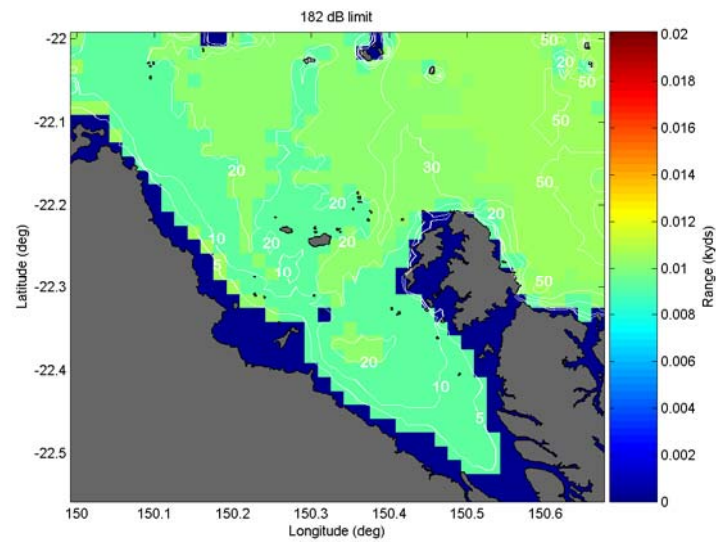


Figure 173: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

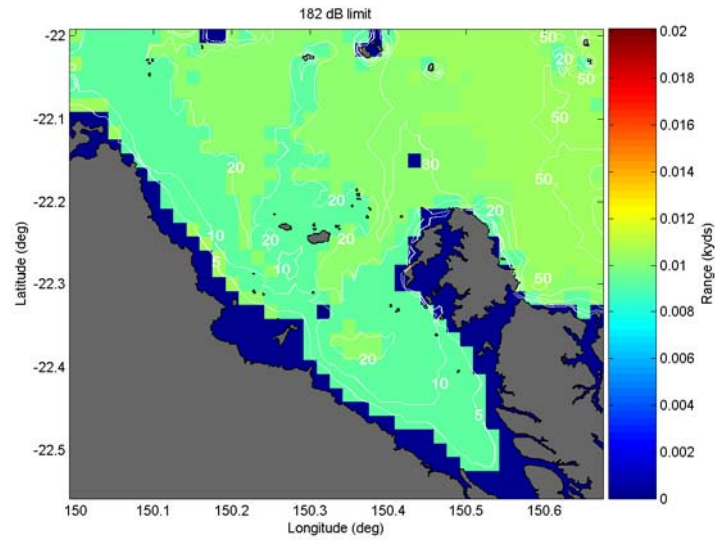


Figure 174: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

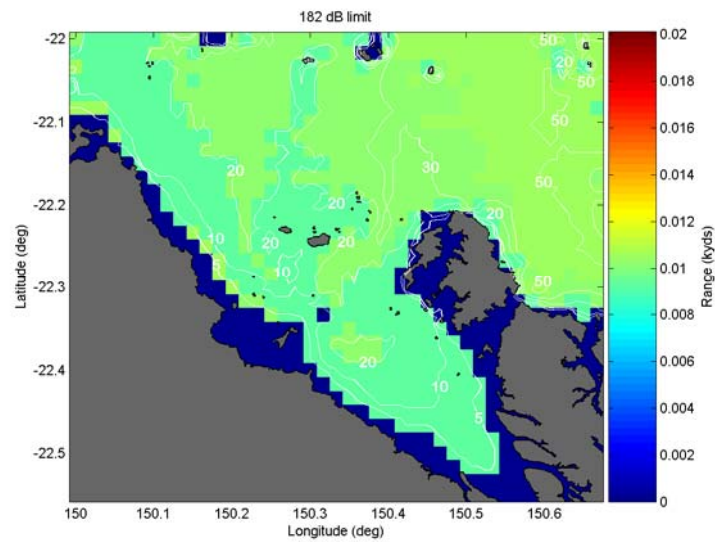


Figure 175: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay



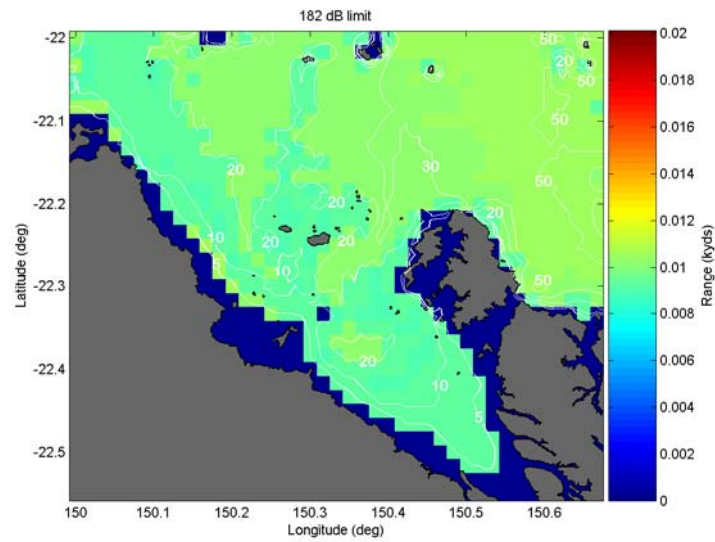


Figure 176: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

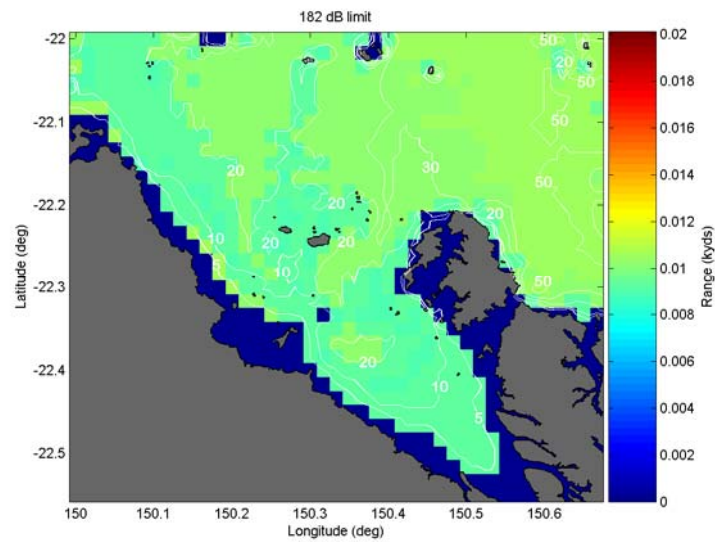


Figure 177: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay



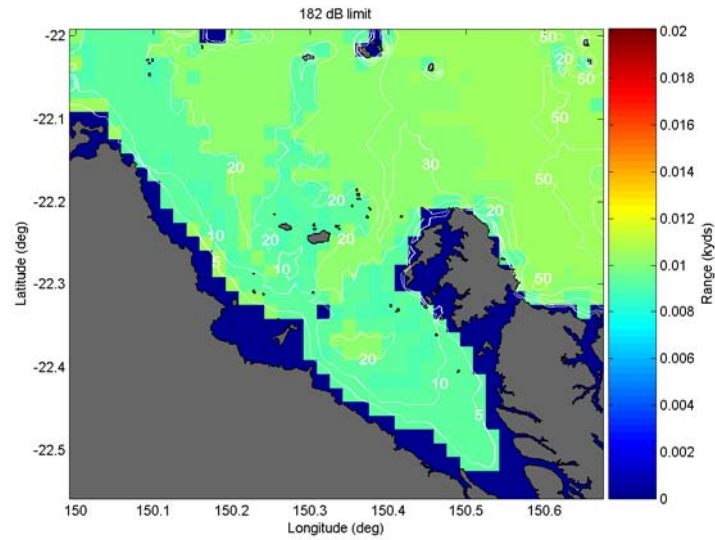


Figure 178: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

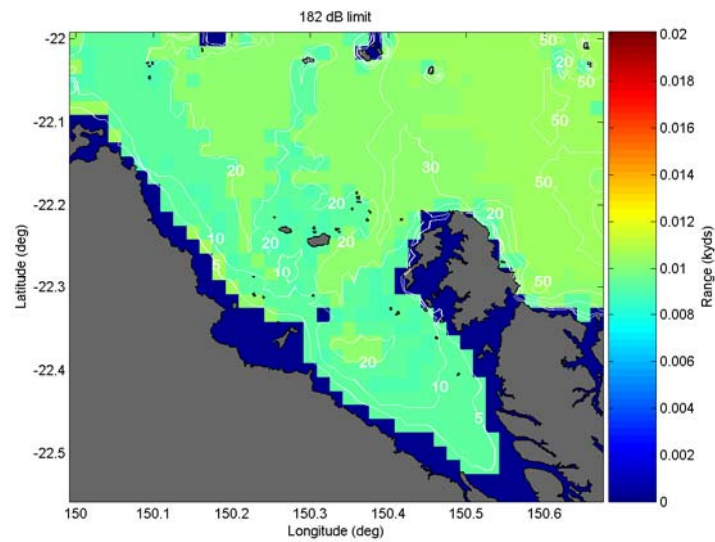


Figure 179: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 12 kHz over medium sand in Shoalwater Bay

### A.10. Mitigation Ranges for the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz at 182 dB Received Pressure Limit over Medium Sand in Shoalwater Bay

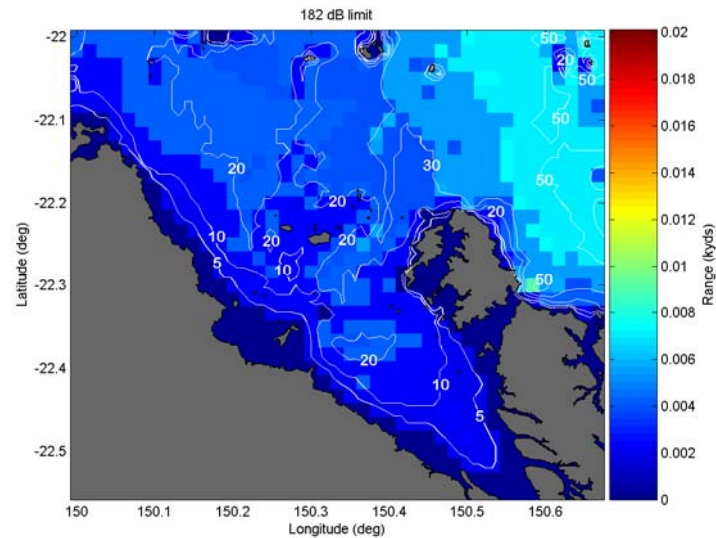


Figure 180: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

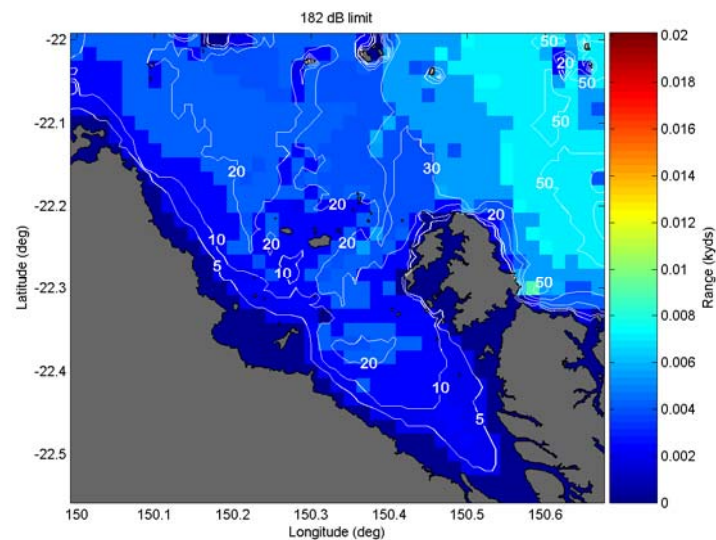


Figure 181: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

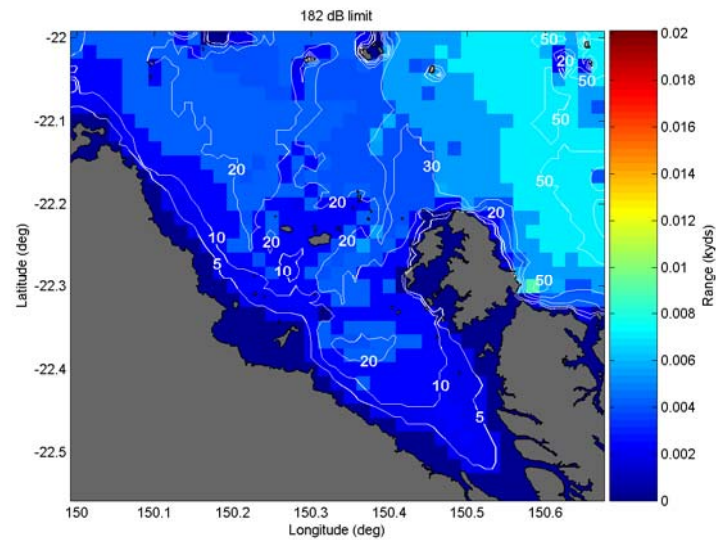


Figure 182: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

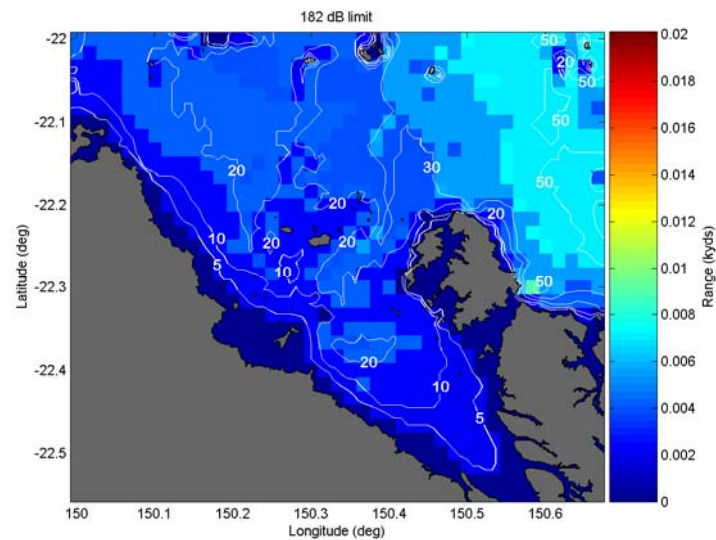


Figure 183: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 0 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

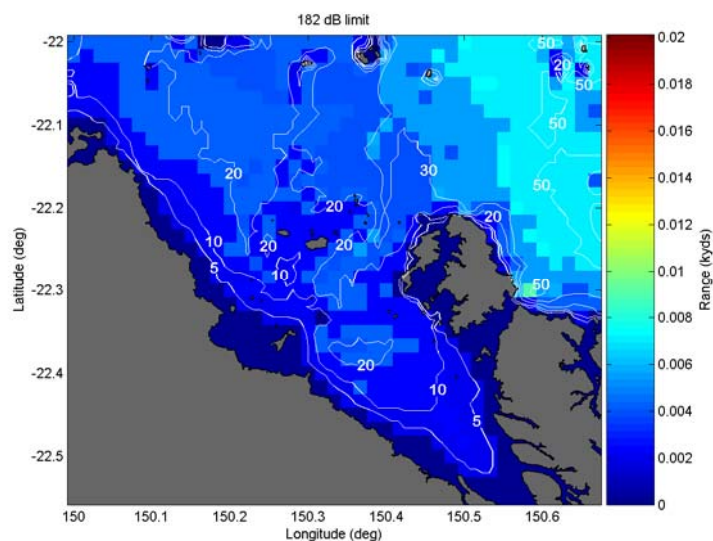


Figure 184: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

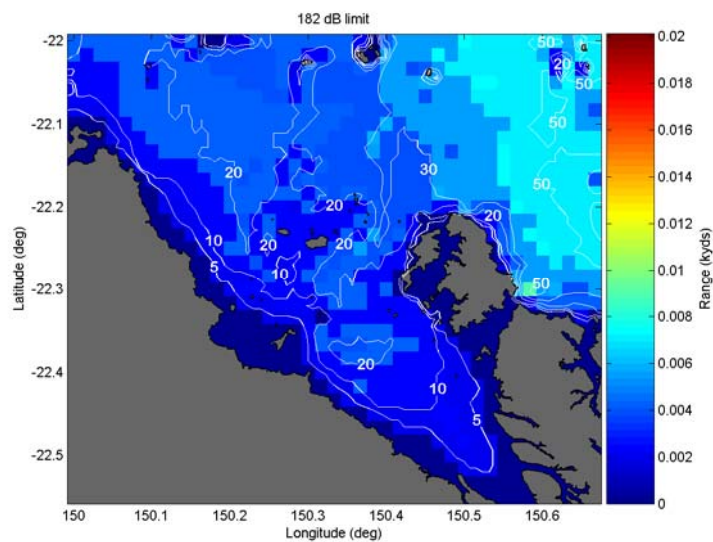


Figure 185: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

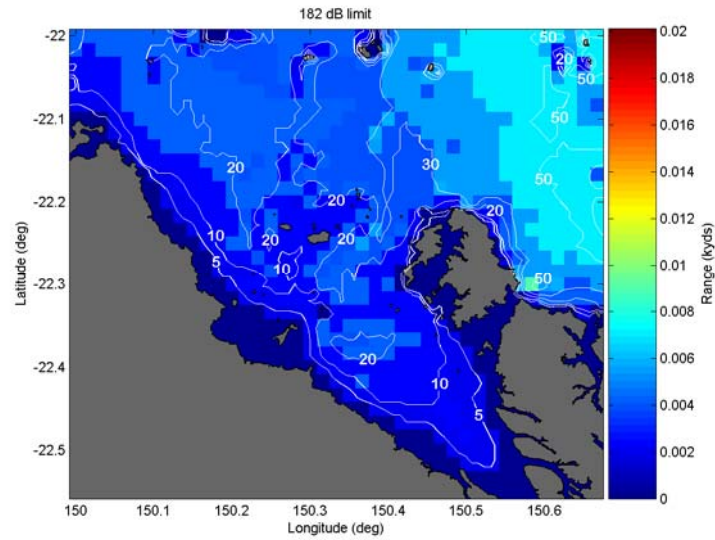


Figure 186: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

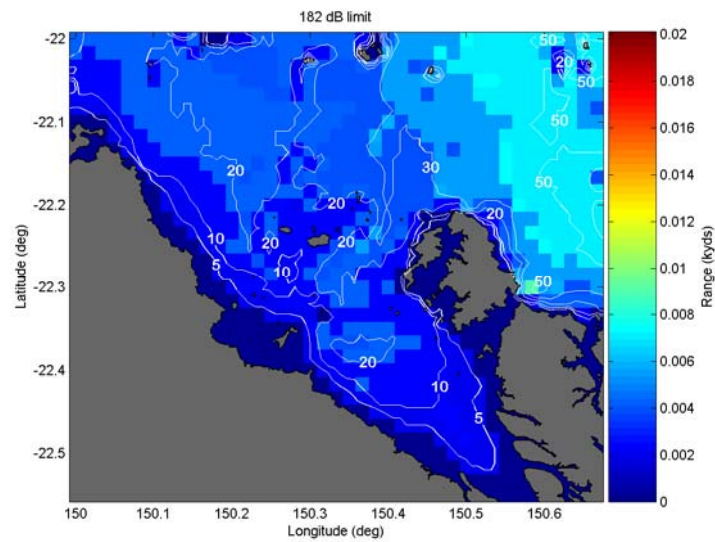


Figure 187: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 1 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay



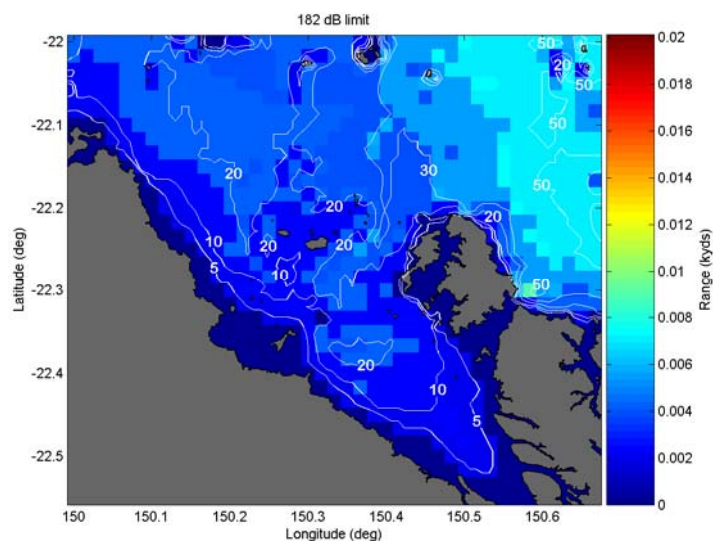


Figure 188: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

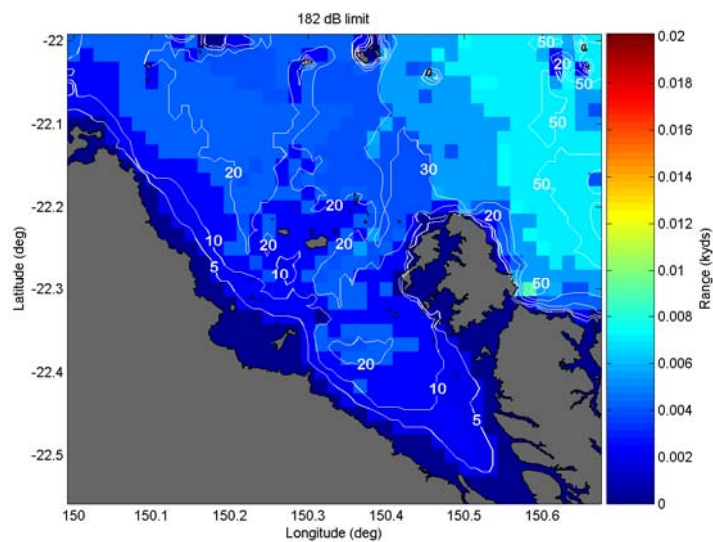


Figure 189: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay



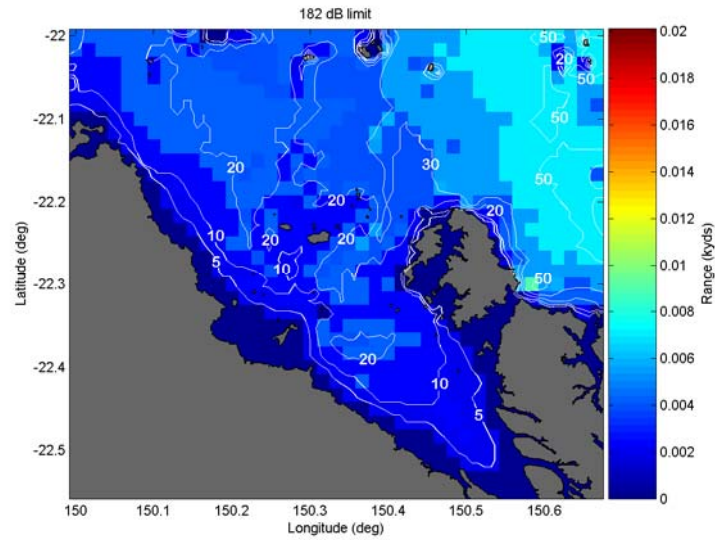


Figure 190: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

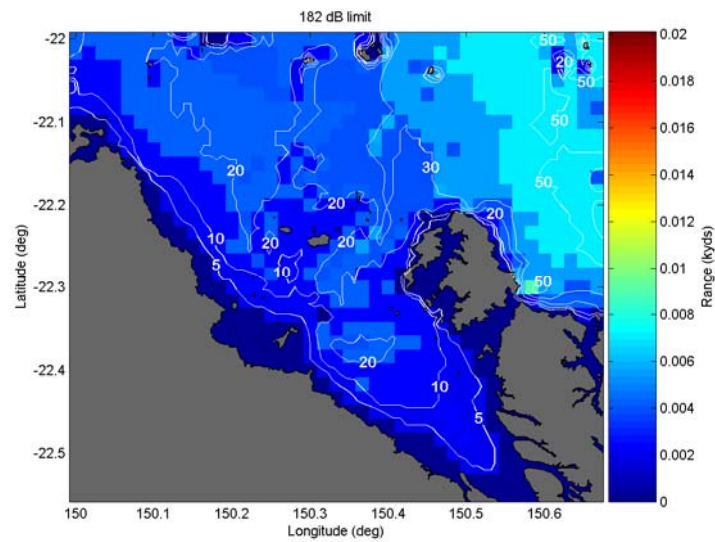


Figure 191: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 2 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

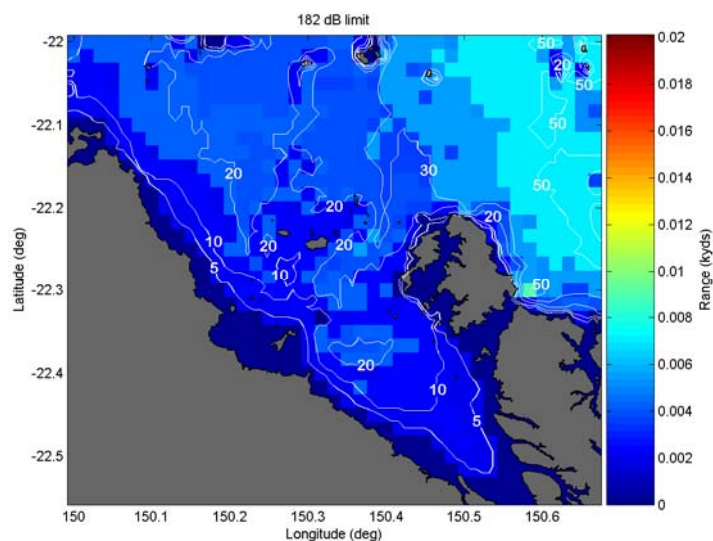


Figure 192: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

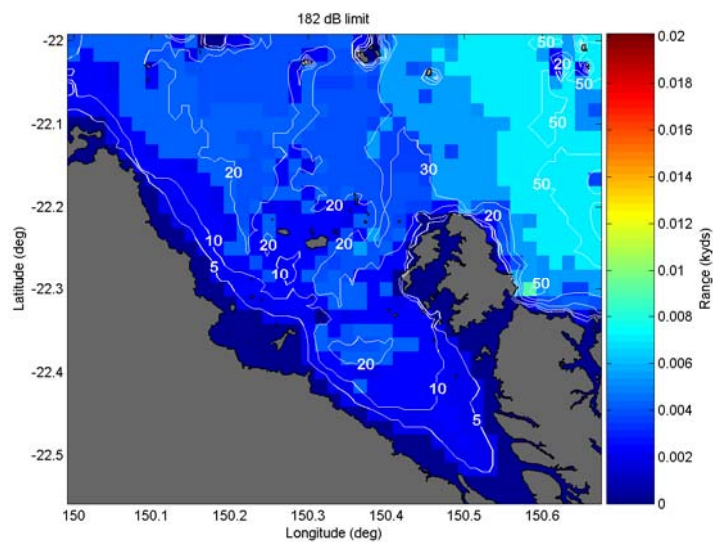


Figure 193: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

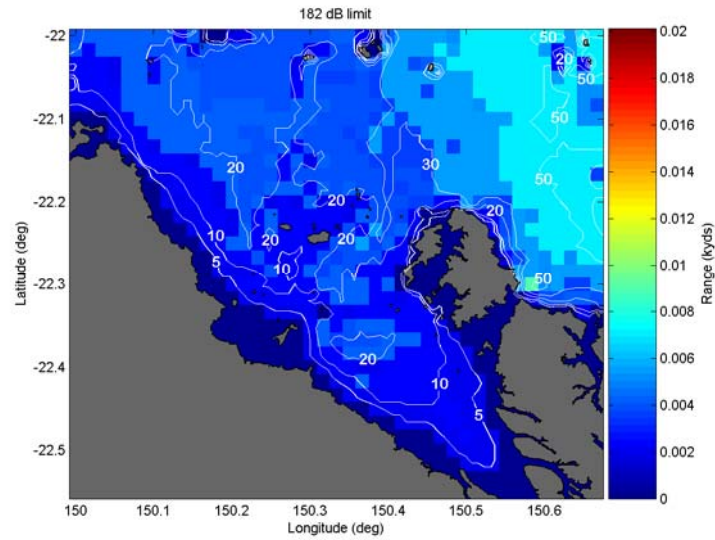


Figure 194: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay

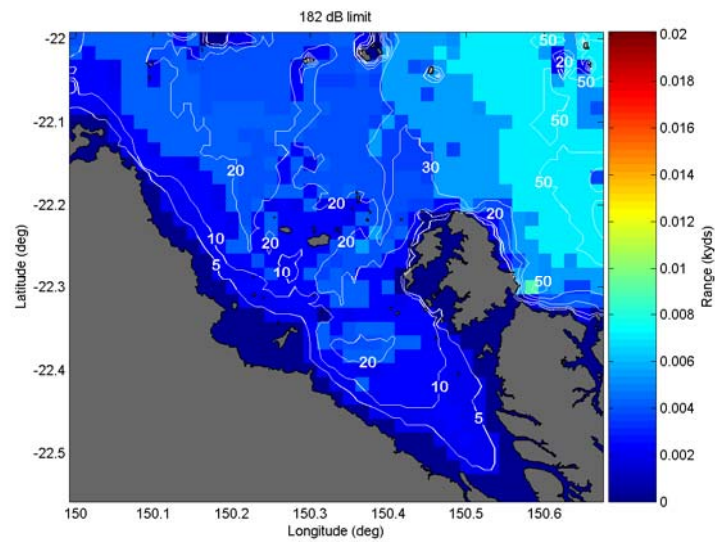
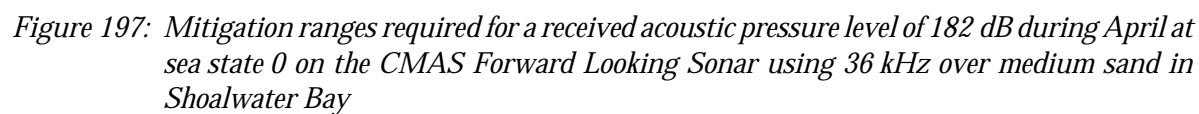
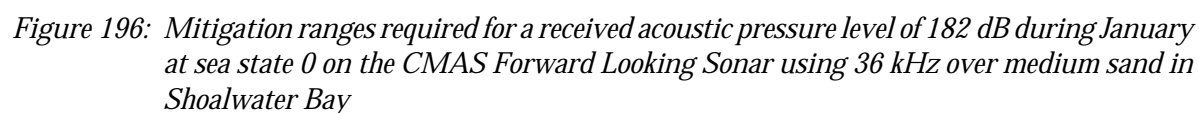


Figure 195: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 4 on the Atlas DESO 25 Single Beam Echo Sounder using 33 kHz over medium sand in Shoalwater Bay



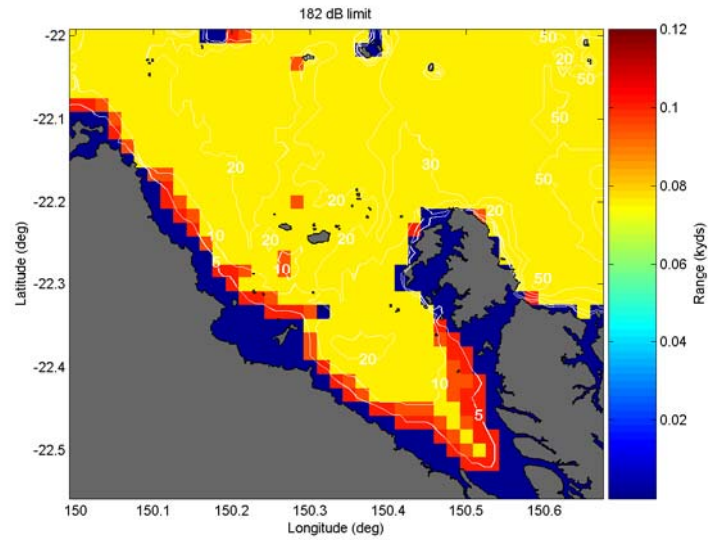


Figure 198: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 0 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

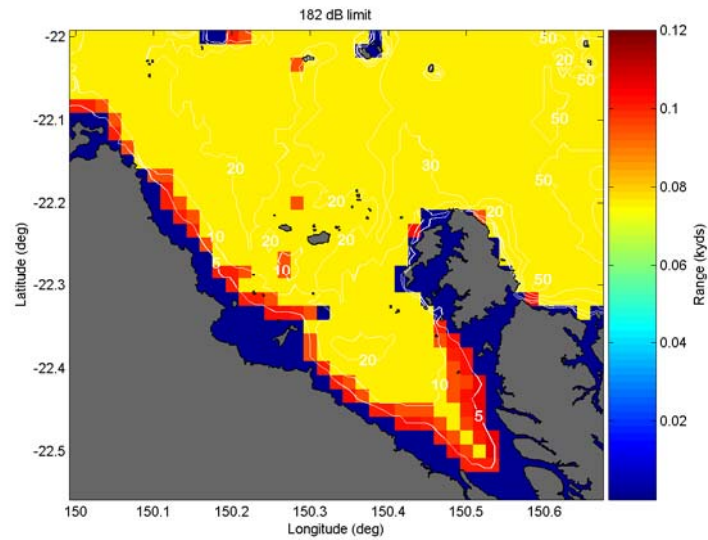


Figure 199: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 0 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay







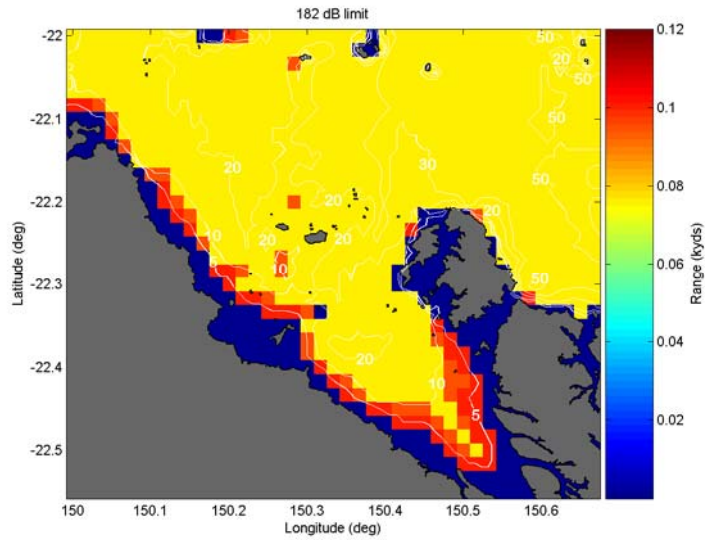


Figure 202: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 1 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

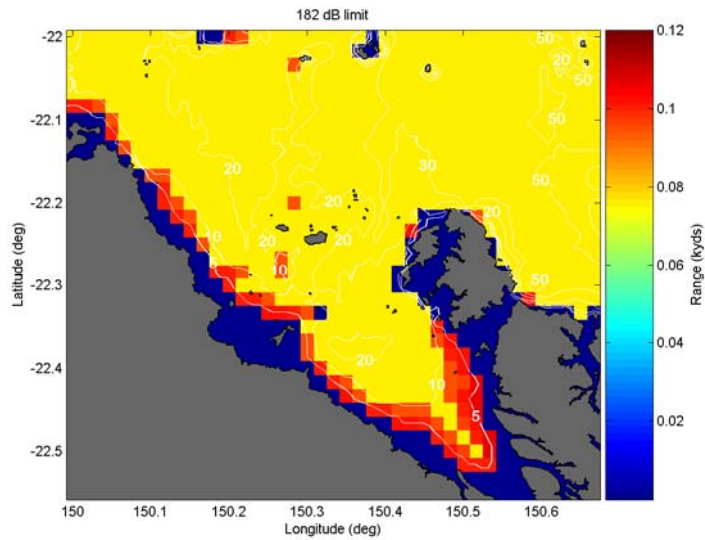


Figure 203: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 1 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay



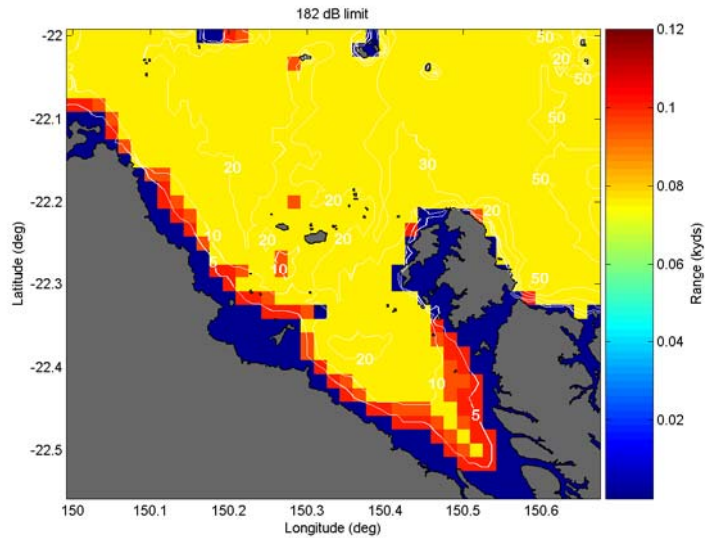


Figure 206: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 2 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

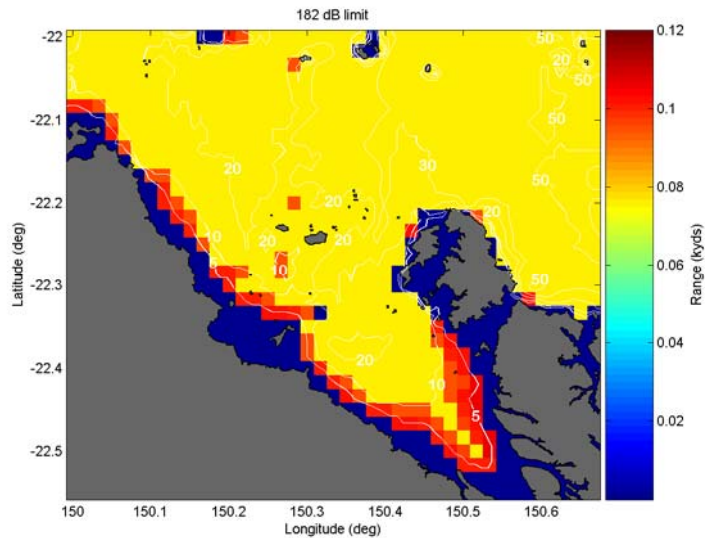


Figure 207: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 2 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay



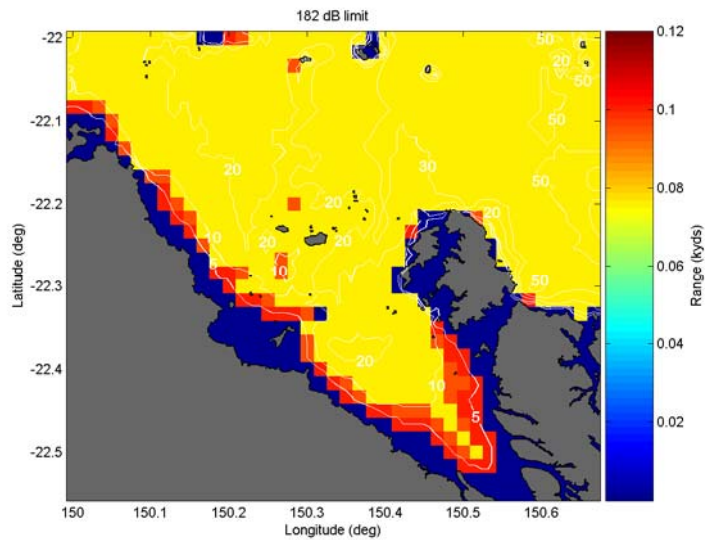


Figure 210: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 4 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay

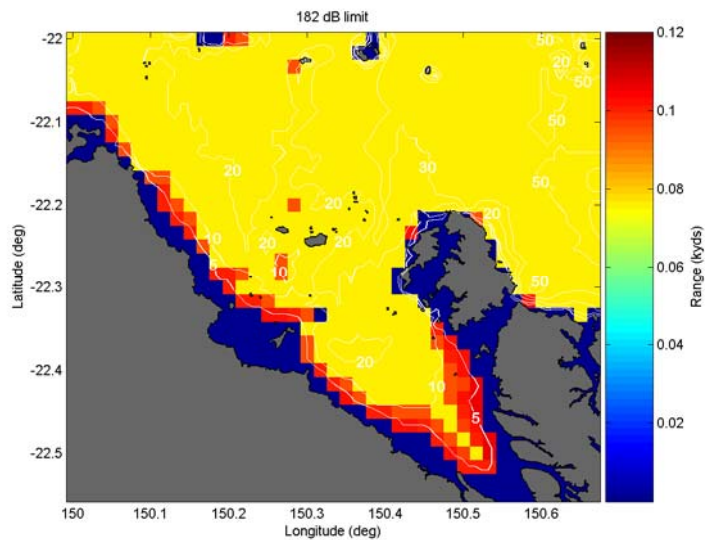


Figure 211: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 4 on the CMAS Forward Looking Sonar using 36 kHz over medium sand in Shoalwater Bay







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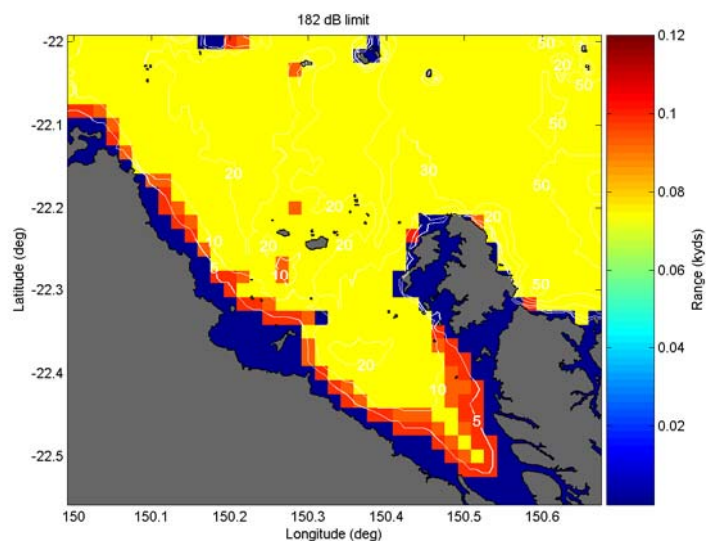


Figure 218: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 1 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

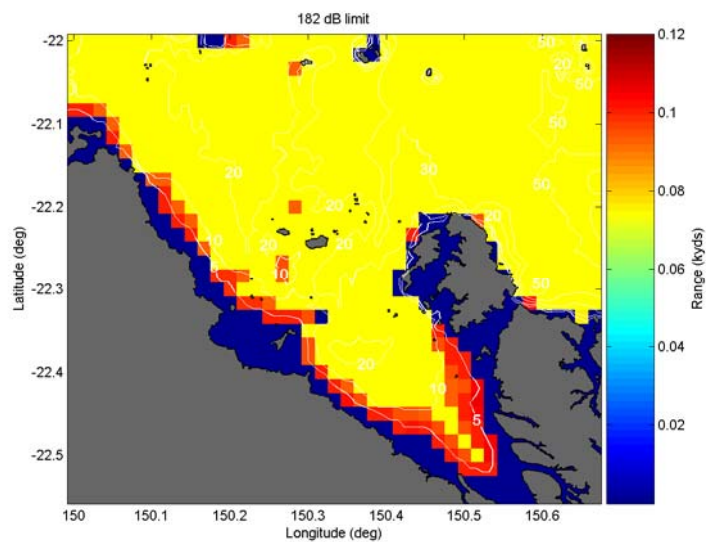


Figure 219: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 1 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay



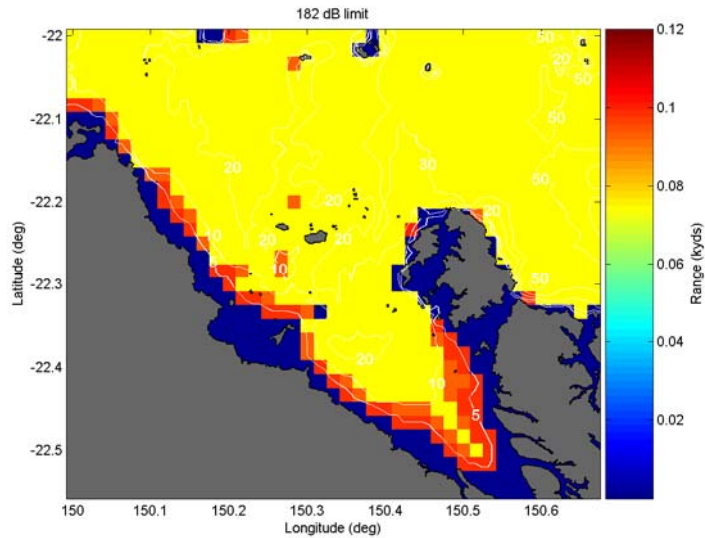


Figure 222: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 2 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

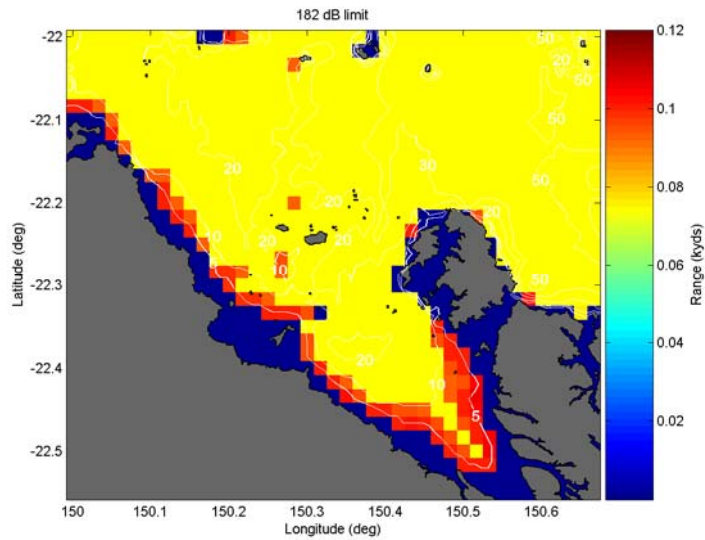


Figure 223: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 2 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay



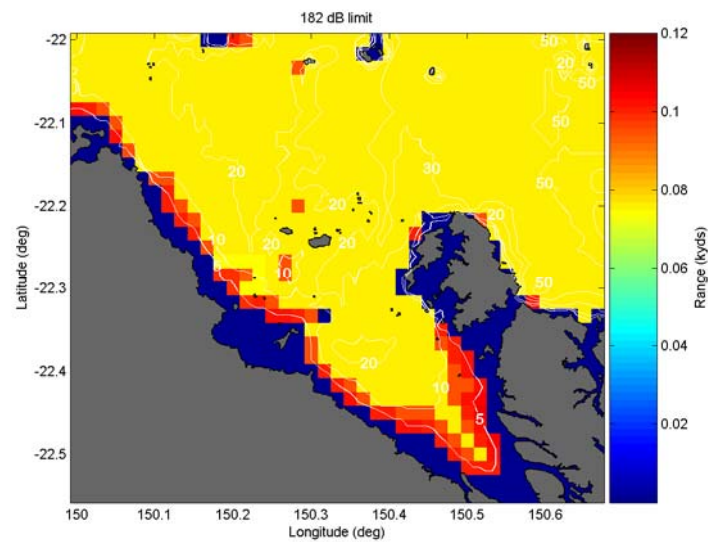


Figure 224: Mitigation ranges required for a received acoustic pressure level of 182 dB during January at sea state 4 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

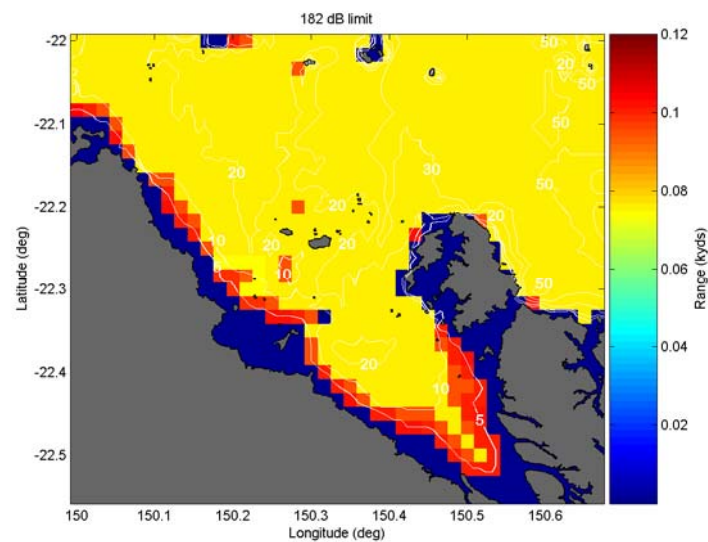


Figure 225: Mitigation ranges required for a received acoustic pressure level of 182 dB during April at sea state 4 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay



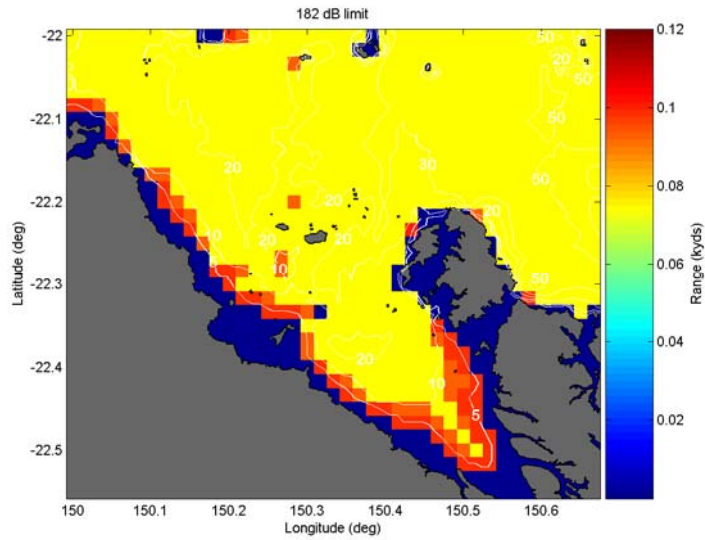


Figure 226: Mitigation ranges required for a received acoustic pressure level of 182 dB during July at sea state 4 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

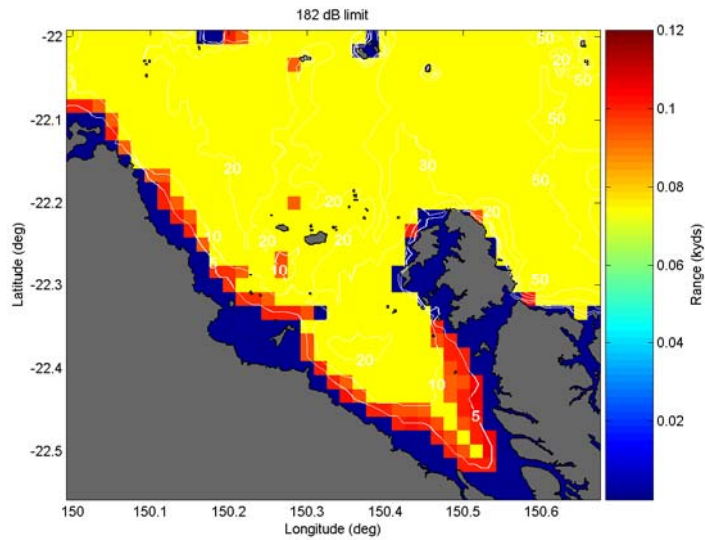


Figure 227: Mitigation ranges required for a received acoustic pressure level of 182 dB during October at sea state 4 on the CMAS Forward Looking Sonar using 39 kHz over medium sand in Shoalwater Bay

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| 19. ABSTRACT<br>Shoalwater Bay is an important training area for the Royal Australian Navy. To conduct operations in Shoalwater Bay in an environmentally sensitive manner Navy use mitigation strategies during any training exercises. One such mitigation strategy is to have established stand-off ranges, and to cease operations when a marine mammal is within these ranges. This document describes an improved determination of these stand-off ranges based on the effect of acoustic energy emanating from the Leeuwin class hydrographic ship sonars. Modelling methods used and the mitigation ranges calculated are shown. |  |                              |   |  |  |